

Exhibit 11.

Summaries of Research Initiatives Proactively Employed by SCRRA to Address Injury Causation Concerns of the Work-Station Table Design Installed in BiLevel Coaches

1. Correspondence¹⁴⁶ describing a Testing Project, conducted as part of a research initiative to assess occupant impact against the BiLevel railcar ‘Work-Station Tables’, on the prospect of identifying possible alternate ‘Work-Station Table’ design options that might help ameliorate resulting occupant impact injury, involving efforts comprised of SCRRA / LTK Engineering Services¹⁴⁷ / Volpe National Transportation Systems Center¹⁴⁸ / FRA resources.

From: Stastny, Jeff [mailto: [REDACTED]]
Sent: Wednesday, September 17, 2008 4:30 PM
To: Kakaris, Telis
Cc: Lydon, Bill; Mallette, Art
Subject: Table Testing Photos

Telis,

Attached are photos and captions from the last Volpe table tests that Ralph Dolinger witnessed. When I PDF'd it, it was not too large of a file.

Best Regards,

- - Jeff Stastny - -
LTK Engineering Services
Tel.: (213) 407-1007
Fax.: (213) 6 [REDACTED]
E-mail: [REDACTED]

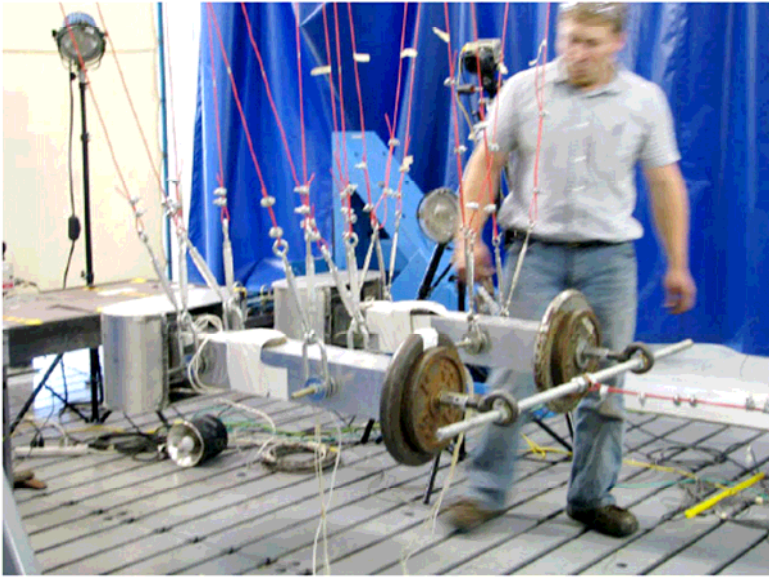
Note: above telephone and email address information redacted by NTSB (immaterial to the Investigation)

<< above cited email content [photos] commence on the following page (7 images, total) >>

¹⁴⁶ ref. email dated Sept. 17, 2008; correspondence from an LTK Engineering Services technical representative to SCRRA, containing photographs of testing being conducted.

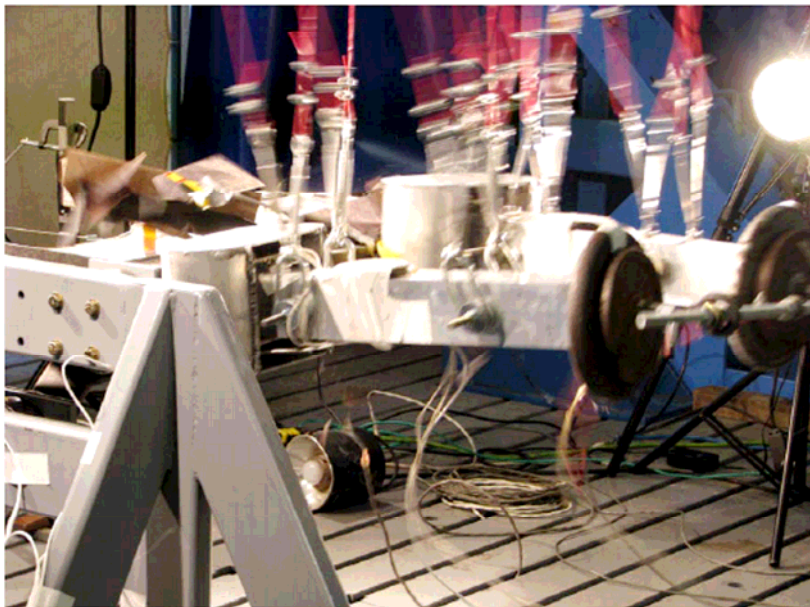
¹⁴⁷ SCRRA's rail equipment consultant (a professional engineering and consulting firm, as further described in [Internet] >> <http://www.ltk.com/>)

¹⁴⁸ Volpe National Transportation Systems Center is a part of the U.S. D.O.T's Research and Innovative Technology Administration (RITA), and is “an innovative, federal, fee-for service organization, [having a mission] to improve the Nation's transportation system, which performs work primarily for the D.O.T., as well as other federal agencies and state, local, and international entities”, as further described in [Internet] >> <http://www.volpe.dot.gov/index.html>)

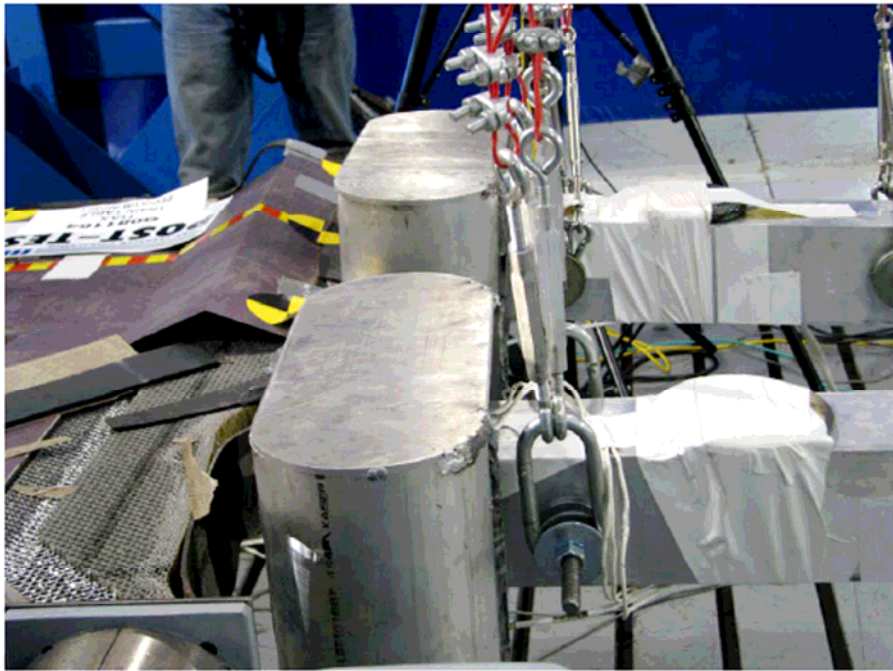


TEST SET-UP #1 VOLPE TABLE WITH TWO PASSENGER IMPACTORS

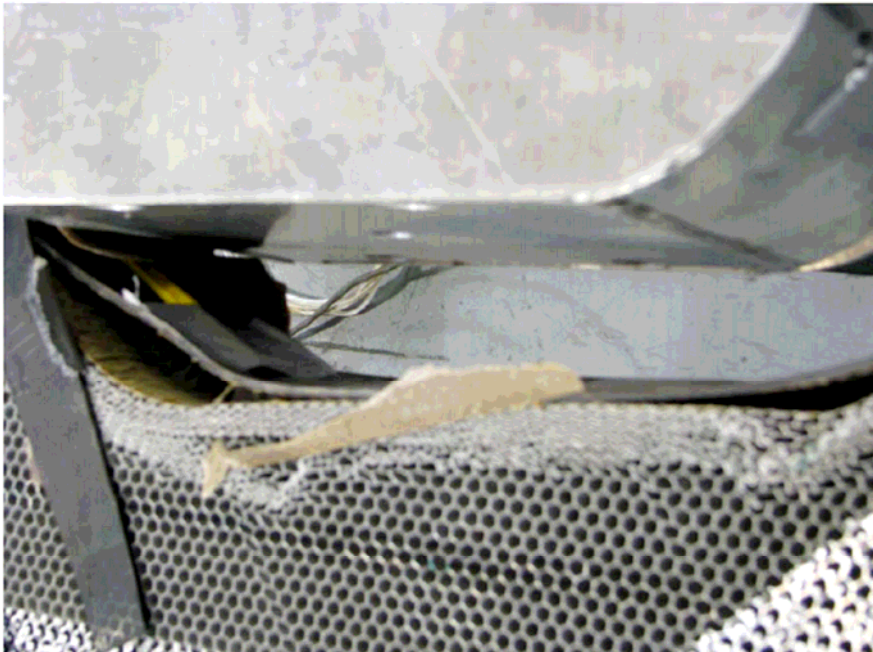
Note that the rams have numerous links and connections. The bar at the back is the common tie to pull the assembly back.



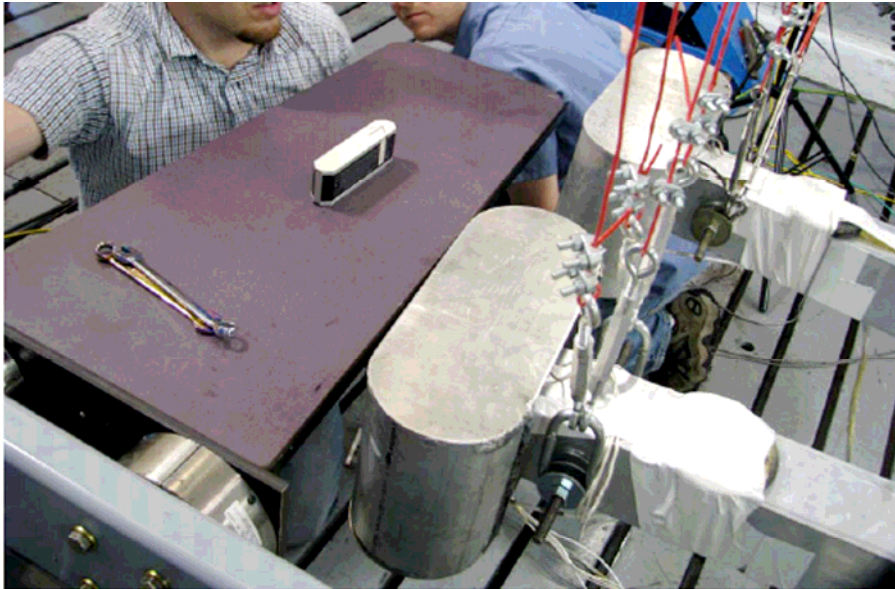
Observe the indenter making contact with the side of the structure on the left side of the assembly. A tel-tale mark was visible during the inspection. Both rams deviated from the intended contact point, splaying to both sides.



Impact is irregular due to impact with the steel structure.



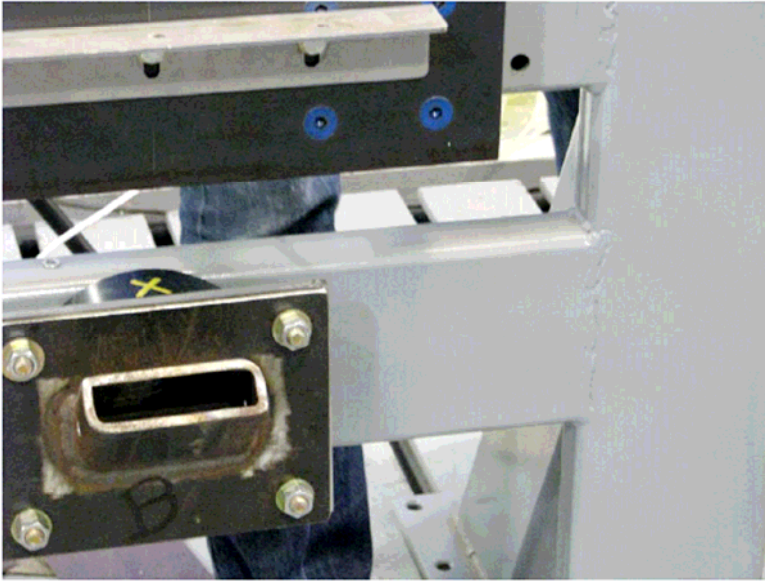
View above the left indenter. The crush pattern was irregular and did not compare to either the Dynamic test or the quasi-static tests. No correlation was apparent from a visual review.



TEST #2 COMPARATIVE TEST ON THE EXISTING SCRRRA TABLE



The pair of rams were released together. During the free travel the tail sections dropped (as shown) and then leveled out at impact. Prior to release, the aft wires were slack and fully supported by the front wires. The slack was taken up during flight.



The table released from the SCRRRA wall mount after the three Phillips screws sheared at the angle/table interface. (attachment fasteners for the table angle mount were 5/16 rather than the production 3/8" hex head.

2. Summarized Design Proposal (PowerPoint® presentation) from Rotem [3 slides, total]

1. Working table

TS Requirement:

4.7.4 Work Tables
 Work Tables shall be provided only at the face-to-face seats. Work Tables shall be designed in such a manner to provide an aesthetically pleasing, cleanable, stable work surface for writing, retaining computers or food. The edge treatment shall be a flat resilient material wider than the table and shall provide a marine edge to retain fluid spills. The Work Tables shall comply with all aspects of 49 CFR 238.233 and be tested in conjunction with the seating per APTA SS-C&S-016-99, Rev. 1. Energy absorption features shall be built into the Work Table and/or its attachments such that Human Injury Limits for 50th percentile male ATD are not exceeded during dynamic sled testing as per APTA SS-C&S-016-99, Rev. 1, Section 5.2.1 modified for testing seating with a Work Table installed. The design and mounting arrangement of the work tables shall be approved by the Engineer. [CDRL 4-016]

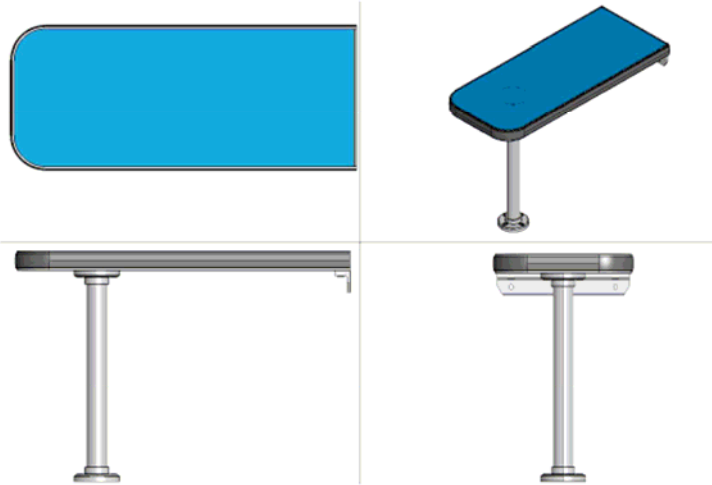
- **In design review :**
 1. Table will be deformed and absorb the impact energy.
 2. Major factors for working table design
 - The contact area
 - Material and construction
 - Thickness
 - : Thin working table may injury the passengers internally
 - : To be reviewed incorporating with the comfort space for passengers.
 3. The materials for exterior skins such as upper and lower skin will not be splintered.
 4. Pedestal shall be minimized for easy ingress/egress in soft mock-up review.

Rotem Proposal :
1.1 General description

When a vehicle accident occurs, on condition that ensures efficiently connection of work table and carbody as well as compartmentizing customers, the aluminum honeycomb in work table will be distorted to absorb energy. Consequently, the customers can be protected in maximum extent.

The size of Working table :

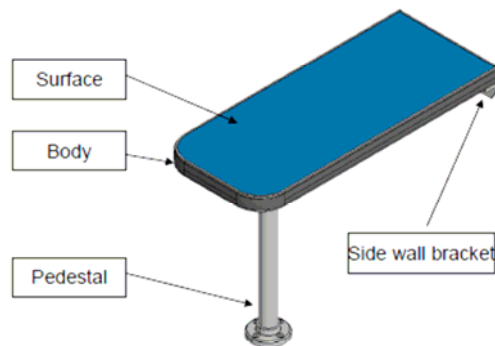
- Width : 17"
- Length : 40"
- Height (from floor to top surface) : 27.75"
- Thickness : 2.36"(60mm)



1.2 Construction

The table will be comprised of the followings :

1. Table surface: aluminum panel +rubber panel
2. Table body: energy absorbing structure. (Aluminum honeycomb + AL profile with damping rubber)
3. Table pedestal: cast steel part + steel pipe with powder coating
4. Side wall bracket: cast steel part with powder coating



-- End of Exhibit --