

Volume 5 Issue 10 October, 2021

INFORMATION PASSENGER CAR EXCHANGE

RAILROAD ALLIANCE

FROM THE PRESIDENT



After a busy month we find ourselves on the doorstep of registering for our January conference. I personally have been a little bit out of the loop taking care of some personal items with the family but I'm looking forward to seeing you all in January. I understand that within the next week we should have registration set up and ready to go.

Let's not forget this is the 40th anniversary of our first conference in Bellevue. Two of the big players in that first conference were the Mad River and Nickel Plate Railroad Museum and the Fort Wayne Railroad Historical Society. After working together on several excursions, it was determined that the car owners / locomotive operators needed to work in conjunction. They organized in order to figure out each year's logistics, and each group worked together to help consolidate expenses. Being this close to the 40th, it was great to see those two cornerstone groups working together again in Bellevue last month. Coming together to support each other just like

they have so many times since December of 1979.



Be Safe My Friends,
W. Roger Fuehring
President, RPCA

MEMBERSHIP NEWS



NOMINATIONS FOR DIRECTOR

The window for nominations for Director are open now through December 2.

Directors will serve a term of three years. Normally, directors meet in person twice per year—at the General Meeting, usually held in January, and mid-year. The midyear meeting is frequently held in the locale of the upcoming Annual Conference. A stipend of up to \$500 to help defray travel and hotel expenses is payable to board attendees for the midyear

meeting. There is no stipend associated with the Annual Conference.

In addition, special meetings of the board may be called, as well as votes that may be needed on more urgent issues. These would most likely be teleconferences or perhaps email.

The Alliance's By-laws establish the rules for nomination. If you need a copy, please contact me at cbhermey@pacbell.net and I'll forward one to you.
Become an engaged member and throw your hat in the ring!

ANNUAL CONFERENCE

January 14-16 are the dates for our first in-person conference since 2019. The event is scheduled in Cleveland, Ohio. This four-day celebration features a full-day event on Thursday you will NOT want to miss:

Thursday--Journey via motor coach to Walnut Creek, Ohio where we will stop for an included lunch of chicken/ham/roast beef, salad, mashed potatoes, noodles, green beans, rolls/bread, beverage, and assorted pies at Der Dutchman. Vegetarian options are available. Then, it is on to Sugar Creek, Ohio for an afternoon at the Age of Steam Roundhouse, before returning to Cleveland.

Saturday--An afternoon filled with seminars at the B&O Roundhouse -Traditional RPCA symposiums concerning Amtrak, FRA, rail insurance, preservation, and safety training

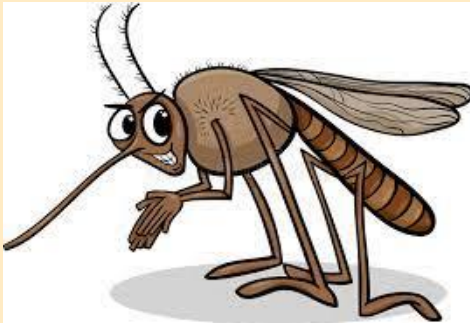
Banquet--Featuring three railroad inspired entrees from the Pennsy, Rock Island, & Rio Grande.

Monday--A tour of the Cleveland Cliffs Steel Mill.

-Vendor tables, members-only hospitality suite, and much more.

Registration will open this month, so check your email and the RPCA Facebook page often for updates. As always, information on RPCA is available on our newly-refreshed website at <http://rpca.com>

SAFETY



Insects, Bugs and Others

Since September has been one of the drier months out here in the West, I am reminded about the attitude of some of our local insects. It is this time of year that the wasps in the area start getting pretty aggressive in their behavior. They are looking for water sources and can be found in recently watered lawns, buzzing around puddles of water and other available water. It is also that time of year when many bushes and flowers are in full bloom which can be a big draw for bees as well. All of these fellows may also be found around

unemptied garbage cans, foraging for food.

There may be some of us who can exhibit violent reactions to the stings of these flying insects. In these situations, people must sometime carry injectable medication to help counteract these stings. If you are one of these people, please make sure you have enough medication on hand at all times and that the medication is still within the manufacturer's expiration date. Long sleeved shirts, long pants and gloves are some of the items which might help prevent a sting. The insect repellent, DEET, probably has little effect on these insects.

There have also been reports of West Nile virus cases in Colorado and New Mexico. This is a virus carried by mosquitoes. West Nile cases are usually highest in late August through the first hard freeze. DEET is probably the best repellent to keep these biting insects at bay. It is especially important to get repellent on those areas of exposed skin which are not covered by clothing.

Spiders should be included in our list of nasty biting bugs. Usually spiders like the dark side of things with a little moisture added and can be hiding in wood piles, leaves or under an undisturbed picnic table.

If you are looking for a spider repellent, please read the label of the spray or cream you are applying.

Not all products are labeled as to repelling spiders.

I know that we are all gearing up for the fall and holiday season and work in the yard and on equipment has begun. In this great fall weather, play it safe and have the needed protection on hand. And speaking of hands, how about keeping both of them washed? Stay safe, Gary.

Gary Carter

UMLER REPORT



With as many new subscriber members as we've gotten, and more coming, seems like a good time to review some facts about private rail car and/or loco ownership with respect to Umler and the RPCNB.

One must remember that the AAR rules state very clearly that the stenciled mark on the car or loco identifies the owner. When you are operating under someone else's reporting mark, it is that other person or company who

is carrying the up front identification and liability for your car or loco if anything bad happens. That is why RPCNB requires a reporting mark use agreement and at least liability insurance with RPCNB shown as Also Insured. It is up to the car owner to obtain such coverage and ensure that RPCNB is properly identified on the certificate as Also Insured. And, if the car or loco is owned by a company, the RPCA membership and RPCNB mark use agreement names must match, whether a person or a company. If you change one, you need to change both. The Certificate of Insurance (COI) can be sent to RPCNB electronically, RPCNB is a paperless operation now to keep costs low. Any RPCNB communications can be sent to rpcx@rpcnb.com

There are only two (2) rail industry recognized "Aggregation Organization" groups, AAPRCO and RPCNB. There are some other mark owners that provide such service, but those are not recognized as an "Aggregation Organization". The difference is, the "Aggregation Organization" group does NOT own any rolling stock (cars or locos) itself, they only provide Umler registration services for the group members, and that benefits the rail industry by not consuming MANY more reporting marks. However, that group is held to the same interchange standards as any other rolling stock owner, and the perception of the group by the rail industry is subject to the quality of cars or locos offered for movement by the group's members. For RPCNB, the minimum equipment standard is AAR Standard 4045 (AAR S-4045). Amtrak requirements far exceed the AAR standard, therefore any car that has a current Amtrak private car identification is fully compliant with RPCNB requirements. If the car is NOT current Amtrak certified, car must meet S-4045 requirements as minimum.

One must remember if you have an Amtrak certified car, commonly called an 800 numbered car, that registration is in the Amtrak internal system only. It is NOT in Umler. If you need to move the car in freight train service, the car SHALL be in Umler. Amtrak does NOT register Privately Owned Passenger Cars in Umler, it is up to the owner to do so. And here is the pinch point contrary to what some people have said: the freight railroads that Amtrak operates over have the legal requirement to demand removal of any car in an Amtrak train that is not properly registered in Umler.

If your car or loco has not moved within a freight railroads system in the last 6 months, it has probably been automatically deleted from that carrier's internal Umler system. That is why field personnel may tell you the car is not in Umler, because it isn't in that carrier's system and those people don't know the difference between their internal system and Railinc's master Umler

system. That carrier needs to re-download the registration from the central Railinc Umler system. That is supposed to happen whenever a way bill is submitted, but many class one railroads won't accept a passenger car way bill until the inspection is complete and car passes, and the first step for that is getting the Umler record. When in doubt, have them or you contact RPCNB.

If the registration in the central Railinc Umler system for your car or loco is NOT kept current as the Umler systems changes, the Umler computer can and does delete cars that have spent time "In Conflict", meaning the registration has errors for fields that are mandatory. There are 3 stages to being "In Conflict", and the car or loco could be deleted as quickly as 90 days after it first goes into "Conflict" status, but usually it takes longer. It is the owner's fault if the data is not provided to keep the registration correct and updated. Once deleted, it must be re-registered to move.

If you purchase a car or loco, you should ask RPCNB for an Umler registration check. Is it even in the system? If yes, is the record a good one (no conflicts), or does the record need repair. If it is a bad record, what is wrong, can it be repaired, because a record in conflict can NOT be re-stenciled nor used as a clone source. Many, many, many times we have had to create a new registration record from scratch because the original record was in conflict and the seller would NOT make the corrections needed to allow re-stencil. This is particularly true of Amtrak auctions and entity bankruptcies.

And before RPCNB will re-stencil or newly register that car or loco, the buyer must have some kind of proof you bought it. Why? Because there had been too many attempts to steal cars or locos by claiming that a deal was struck with the owner. This "proof" can be as simple as an email from the seller, or the buyer can provide a copy of the bill of sale or sales contract or donation award letter. We don't care about how much you paid, you can blank that out, but there needs to be seller's signature on the document and clear identification of the buyer. Hard to believe, but yes, there still is car rustling. There are unscrupulous people out there that would love to steal a passenger car and sell it for scrap.

One must consider when operating/sponsoring a charter train on a freight railroad, that the freight railroad is looking in Umler, not the Amtrak internal system, for the registration, even if the train is actually an Amtrak special! If the car is registered in Umler under the Amtrak PV number, the reporting mark it is registered under must be provided. If the car is registered in Umler under an older/original number, the reporting mark and the not-Amtrak ID number it is registered under must be provided.

If air work is performed by Amtrak, in one of the railroads shops not by an Amtrak certified independent car inspector in the field, that "air inspection" is NOT uploaded to Umler, it is up to the owner to get it done. About 1/2 of the Amtrak certified private car inspectors are RPCNB CATs (Certified Air Technicians), participating in the RPCNB Shop Code system. That means that those CATs can and do send the proper data for RPCNB to upload the air work to the Umler system. Remember, the Amtrak PC inspection documentation is an Amtrak internal document, it does NOT get input to Umler unless the car owner or the inspector makes it happen.

If your car or loco requires any maintenance or repairs on the road, it is most likely one of two things will happen. First is the carrier will contact the person who submitted the way bill that repairs are required and where does that person want the car sent for such. The second is that minor repairs might be performed on the car on the local RIP track, and the cost submitted to RPCNB as a CRB (Car Repair Billing). RPCNB will directly pay and invoice the car owner for payment if it is a small amount, or send the CRB invoice to the car owner for payment if it is a large amount. Car owners need to remember that CRB work is usually NOT less expensive than having the work done by yourself or a properly trained person, especially air work. Do NOT count on work your car needs to be performed by a carrier and invoiced as a CRB. More than

likely the car will be rejected for movement if repairs are needed at the origination inspection, and it angers the carrier.

When paying your RPCNB subscription, or remunerating a CRB, if you use a bill paying service, PLEASE make sure the service has the owners name and/or invoice number on the check or the transmittal slip!! Otherwise we have to go digging to match the amount to the check. If you are submitting yourself directly by check, sending a copy of the invoice we send you helps keep it straight, at the very least put the invoice number and/or car number on the notes line. And don't forget we do accept credit cards, and can send you a Square invoice so you don't need to send us your card data.

When in doubt, check on it! Ask questions. NO question is a stupid question.

NEW UMLER release 09/16/2021!

Biggest change was added elements for gondola, and some in other freight cars.

There ARE 2 new mandatory fields in Passenger Car: Inspect Service Valve Location and Inspect Emergency Valve Location.

There ARE some new fields in LOCOMOTIVE for Distributed Power that are mandatory if the Loco is identified as DP Equipped.

Current RPCNB Fleet Status:

154 "units" registered of which 13 are locomotives, with some more in process! GREAT!

Take care, stay safe.

Pamm & Dan

RAILROAD NEWS

This is a synopsis of Railroad related news culled from various sources including Trains Magazine, Progressive Railroading, Railway Age, and various web sites.

Please submit your railroad news.

Museum and Excursion Trains



Heavyweight business car NYC No.3 and two lightweight sleepers returned to their birthplace as part of the grand opening of the Pullman National Monument Visitor Center on Chicago's South Side. The cars, built by Pullman or Pullman-Standard between 1928 and 1955, were available for tours at Metra's 111th Street station.

The Kentucky Steam Heritage Corp. began train excursions for the first time in its six-year history to help celebrate the Ravenna Railroad Festival. The excursions featured two cars, including Kentucky Steam's former Pennsylvania Railroad baggage car,

and were pulled by the former Lehigh Valley Coal Co. 0-6-0T saddle tank locomotive No. 126, nicknamed "Sadie." The 90-year-old locomotive, on lease for the weekend, built by Vulcan Iron Works in

1931, operated 17 half-hour excursions. Kentucky Steam is actively restoring former Chesapeake & Ohio 2-8-4 No. 2716 to operating condition.

The KCS Holiday Express has been cancelled this year. Twenty-one communities will still receive funds through the Salvation Army Campaign.

Tabor City, N. C., has issued a Request For Proposals seeking an operator for excursion trains. The move comes after several years of efforts by local officials who believe such an operation could attract tourism and become an economic generator for that section of the state. This effort follows a successful drive to revive the dilapidated Carolina Southern Railroad. The RJ Corman acquired ownership of all but one mile of the system and put it back into service. The RFP seeks an operator solely on the lines within North Carolina, between Tabor City and Fair Bluff, a nearly 25-mile run.

For the second year, the Autumn Colors Express railroad passenger excursions in the New River Gorge have been postponed. The surge in COVID-19 cases was cited as the reason. Ticket holders will automatically be transferred to equivalent dates in October 2022. The Hinton Railroad Days Committee is evaluating the situation to determine if a smaller event or a two-day event makes sense for the vendors. The Autumn Colors Express operates the route of the former New River Train from Huntington and Charleston to Hinton through the New River Gorge.

The B&O Railroad Museum has obtained a \$500,000 grant to cosmetically restore both the exterior and interior of the former Baltimore & Ohio Washington Pullman observation-tavern car No. 3316 built in 1949. The funds, to be matched 1:1 with other contributions come from the Federal Saving America's Treasures program. That is a National Park Service grant program in collaboration with the Institute of Museum and Library Services, the National Endowment for the Arts, and the National Endowment for the Humanities.

Amtrak/Freight/Federal Agencies



Federal investigators are seeking the cause of an Amtrak train derailment near a switch on tracks in the middle of vast farmland in far northern Montana. Three people were killed and seven hospitalized. The westbound Empire Builder was traveling from Chicago to Seattle when it left the tracks about 4 p.m. near Joplin, a town of about 200. Amtrak spokesman Jason Abrams said the train was carrying about 141 passengers and 16 crew members. It had two locomotives and 10 cars, eight of which derailed, with some tipping onto their sides. Officials have not released any information on what they suspect caused the train to derail as it was traveling through an

apparently flat and straight section of the route. The wreck is under investigation by the National Transportation Safety Board.

Amit Bose, Deputy Administrator of the Federal Railroad Administration, took on questions about automated track inspection, crew sizes, hazardous materials transportation, and port congestion, among other topics, during a Sept. 22 hearing on his nomination by President Biden to be the next Federal Railroad Administrator. Currently, Bose serves as Deputy FRA Administrator, returning to the agency where he was also Chief Counsel and Senior Adviser.

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