

INFORMATION PASSENGER CAR EXCHANGE

RAILROAD ALLIANCE

FROM THE PRESIDENT



Going Home after 40 Years.

Our annual conference time is fast approaching. Cleveland is a few miles removed from our origins, but we have been in the area before.

Registration is open, and we are ready to board. After all, it's been BC since we gathered as a family. Do you remember BC? "Before Covid." It's incredible how we place bookmarks in our memories. Our time in Albuquerque is one of those bookmarks. It was our last "BC" conference. We look at our equipment, and we think of simpler times. Everyday citizens along with the famous riding our cars to get to their destinations. Meetings were scheduled around the railroad timetables. Fast forward to 2021, and we send out an invite to a zoom meeting with the click of the mouse. We board our modern-day jets and don't look at the first-class section and imagine what famous or elegant individuals flew in that plane.

I remember riding along in the Catalpa Falls (PRR 8404 6-Bedroom lounge car) as a teenager and imagining who had traveled on the car during its service years with PRR. It was easy to imagine some movie star taking a

seat at the single chair at the small table in front of the tile mirror in the lounge checking her makeup. As we share in experiences on our cars, we are taken back to a simpler time and, at times, uncertain times.

Walking through some of the old heavyweights, we can only imagine how someone had a "bookmark moment" right there in section 1 or bedroom D. Maybe while getting breakfast in the diner. They receive the morning paper from the last station stop with shocking headlines such as "Stock Market Crash" or "WAR! Pearl Harbor Attacked". How about the many GI's traveling off to war with their last memories being right there in the comfort of an old Pullman car. Or maybe the memory of "Dewey Defeats Truman" headline of the Chicago Tribune from the early morning of November 4th, 1948. One of the more famous photos from the back platform of a business car. In better times, we would send young ones off to see Grandma and Grandpa Memories packed into 40 years of working together preserving that history all bundled up within our organization along with other groups throughout this great country. I watched Wayne York of Ft. Wayne Historical Society MC an event recently with stories of our early beginnings out of Bellevue. It was through those early 1980's events out of Bellevue that a bunch of wrench turning, going for broke, passenger car owners and operators decided to set a date and get together to discuss our newfound hobby. Model railroading 12" to the foot scale. Better known as the Railroad Passenger Car Alliance.

As we find ourselves and the following generations of "what's to be" in a changing world, I'm reminded of those that went before us and, in one case, just this October.

In a strange new world, we found ourselves hosting a virtual conference based out of a hotel conference room in Fort Wayne, Indiana, in April of this year. Coordinating that conference with the help of others was our very own Board Member, Judy Gray. Making the trip was her husband William (Lumpy) Gray. Now we all knew William for his loving nature and infectious smile. He was a critical part of the Whitewater Valley Railroad, including bringing safe operating practices and training to their train crews. Little did we know that we would lose William 6-months later. As one that witnessed Judy and William together, there was no doubt that they loved what they did, and it made it more remarkable that they were doing it together. One of my favorite train trips to dinner was in an open window coach to eat chicken in a crowded little out-of-the-way restaurant that included a classic train robbery. It was a great evening. The best part of any trip isn't where you're going but who makes the journey with you. Judy and William made that a memorable evening that any fine dining experience won't top. Nothing equals the scent of a Lima-Hamilton in the air, along with cast iron shoes on a full stomach of fried chicken in an open window car. Nothing that is except the friends that share in that unique experience with you. Prayers and thoughts go out to friend Judy and the family. William will be missed by many.

So come along and travel with us as we make memories in Cleveland. It's time to celebrate the freedoms we take for granted in this country as we gather together to support our operations and learn from each other. Cleveland is a great destination (did I mention two roundhouses to see?) but don't forget, it's not the destination. It's all of us coming together on the journey.

Looking Forward to Seeing You all

Be Safe My Friends,

W. Roger Fuehring

President, RPCA

MEMBERSHIP NEWS



NOMINATIONS FOR DIRECTOR

The window for nominations for Director are open 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!



Jan 14 - 16, 2022 Cleveland, Ohio
EARLY BIRD registration ends Today

Regular registration ends on December 12, 2021.

Registrations by mail must be postmarked by the appropriate date. In addition to the registration fee increase, the price of extra cost activities and vendor participation fees also increase on December 13, 2021. Go to rpcacom and click on Register.

information and registration is available at:

<https://rpcaregfox.com/2022-conference>

If you have questions, email: 2022Conference@rpcacom

HIGHLIGHTS

Including Pre and Post Conference Excursions

Thursday, January 13th

Age of Steam Roundhouse Museum –

Extra cost tour--\$65--includes lunch

Friday, January 14th

RTA Maintenance Facility & Terminal Tower - rideRTA.com,

Extra cost tour--\$40—limited capacity

Saturday, January 15th

Cleveland Sites Bus Drop-off/Pickup Service

Extra cost--\$25--admissions to sites and lunch NOT included

Saturday, January 15th

Historic B & O Round House

Included in registration with seminars and lunch

Saturday, January 15th

Annual Banquet

Extra cost--\$45

If you have other family members who are not registered for the Conference, business associates, or friends who will be attending the Banquet with you, you will need to buy a Guest Banquet. You can do this using the second person on your registration. If you have already used both your registrations, you will need to do this as a separate registration.

Monday, January 17th

Cleveland Cliffs Steel - Hot Roll Mill

Extra cost--\$20

For Details: <https://www.rpcacom/2022-conference-schedule-rev-210926>

REGISTRATION DETAILS

You must be a member in good standing of RPCA or of a RPCA member organization to attend the Conference.

Conference Registration is required to participate in any Conference related activity, except for the Annual Banquet and the Annual Meeting.

Conference registrants under the age of 18 must be accompanied by a parent or guardian.

Each Registrant may register one additional registrant at a discounted price.

HOTEL RATES AND CONTACT INFORMATION

Holiday Inn South Cleveland

6001 Rockside Road

Independence, Ohio 44131

Our rate is \$109 per night plus currently 17.5% in taxes. This rate includes the breakfasts as indicated in the schedule. The hotel handles the vouchers and distribution is at its discretion.

216-524-8050 ext 298

Call the hotel directly to receive the RPCA rate. Do NOT book online or through any 800 number. December 12, 2021 is the deadline for guaranteeing that you will receive our rate and that we will get credit for your stay.

In Memoriam



One of the Midwestern leaders of U.S. railway preservation and long time RPCA member has passed away. William Walter Gray, 49, died Oct. 12 from brain cancer.

Known as one of the driving forces behind Indiana's Whitewater Valley Railroad tourist line, he was a professional railroader, having worked as a Cincinnati-based CSX locomotive engineer for 26 years. He was deeply involved for more than 30 years at the Lima diesel stronghold known as the Whitewater Valley. At Whitewater he was superintendent, publicity officer, head of the Polar Express committee, curator, and a member of the board of directors. As a member of the C.P. Huntington Chapter of the National Railway Historical Society, he was involved in the operation of the annual New River Train excursions in West Virginia. He was active with the Railway Passenger Car Alliance.

He is survived by his wife, Judy; parents Billy and Janie Gray, and other relatives.

Memorial contributions may be made to the Whitewater Valley Railroad, 455 Market Street, Connersville, Indiana 47331 and/or the Glioblastoma Foundation, P.O. Box 62066, Durham, North Carolina 27715. Condolences may

be left for the family at www.Webb-Noonan.com

AMTRAK



RPCA-AMTRAK CONFERENCE CALL FRIDAY OCTOBER 29, 2021 1:00PM- 2:00PM (E.S.T.)

For Amtrak:

Mike DeAngelo
Beverly Davis

Addie Moratti
Steve Robusto

For RPCA:

Roger Feuhring
Burt Herney
Mike Stickel

FYE Sep 2021 PV business was down about 15% vs
FYE Sep 2019, Next conference call Fri Dec 3.

If any of our members wish to bring up issues or concerns, please contact one of us, and we'll be happy to include them in the next month's call.

Burt Hermey
cbhermey@pacbell.net

SAFETY



SAFETY CONSTANTLY

Stunning..... Tragic..... Life changing..... Accidental.... Where does one begin to put into words the news coming out of New Mexico regarding the death of a cinematographer on a movie set? A wife and mom gone in the flash of a gunshot. How could something like this happen? The short answer and sad answer is safety procedures were not followed. Imagine if you will, someone not "Locking Out/Tagging Out" an electrical system when another crew member is working on the same electrical system. How about the failure of Blue Flagging a line of cars that are being worked on? These systems are put in place to prevent accidents and injuries. Further, each has its own set of procedures and steps needed to ensure that safety. No shortcuts, no looking the other way. While the investigation of the event in New

Mexico is in the very early stages, it appears as though someone handed a "loaded" firearm to an actor. That firearm was to be set up and checked by the initial responsible party. Secondly, it was to be inspected by the person picking up the firearm and lastly, it should have been handed to another crew member for checking, prior to going into the hands of the actor.

This may not seem relevant to our world of railroading, but it has safety issues running throughout. It does emphasize the need to check and recheck and follow all procedures in place. Are the hand brakes set on that car which was added to the yard? Are the brakes engaged and holding? How about chocking the wheels as an added measure of safety? (hand brakes can be released by an outside party)

Just yesterday in our yard, I saw a photographer with young person standing in the middle of a mainline getting photographed. This struck a chord with me and I waved them off of the line and ROW. As we start our season of holiday rides, we need to keep our focus on safety procedures and how to improve on those.

Communicate with our staff and volunteers stressing that procedures are to be followed and that if they see something, to say something.

Ok, I am off of my soapbox and headed to the sink to wash my hands before the next cup of tea. Cheers,

Gary Carter

UMLER REPORT



Why does the railroad reject my request for movement?

This is another "welcome to our world". It isn't as simple and easy as it was in years past. Here is one reason: your Umler record is In Conflict. When contemplating moving your own car or loco, it is a good idea to ask us to do an Umler status check, because if there was an Umler update, your perfectly good record could have become In Conflict. Every loco we had in the system went In Conflict when the new PTC operating fields went

active. We had to input new data into every loco Umler record we had in the system, and every one of them was NA, not applicable!

And, sometimes the computer just has a hard day, and some records get minor changes that weren't requested, and sometimes a complete record will just disappear!! No joke, it has happened several times, causing us to have to go in and rebuild the record.

No class one or regional will accept for movement a car or loco for which the Umler record is In Conflict. Some short lines will, but they shouldn't per AAR rules and FRA regulations.

Similarly, when you are purchasing rolling stock, BEWARE, you may find some major issues contradictory to expedient movement of such rolling stock!

We are still having issues with equipment purchased by our members and attempting to re-stencil them from Amtrak or the former IPH operations.

Even if the seller allows you to move the car or loco under the old mark and number, if the Umler record is marked as In Conflict, it isn't going anywhere. That is why when you are contemplating a purchase, you should email or call us and ask to have an Umler record check.

Out of the last 141 "re-stencil" and "clone" activities we've done, only 4 could be electronically re-stenciled. All the rest had to be built from scratch, or cloned from a "sister" or "close enough" car or loco, and the prior mark and number could NOT be input. Therefore, this resulted in NOT being a re-stencil, it was added as new.

Not being able to input the prior or use the re-stencil process means that there is no connection from the new record to the old. All the history including the maintenance data is lost, a new computer generated ID number is applied, and other than a same build date, builder, even lot code does not connect the new to the old.

Just today we had to build a former Amtrak car from scratch. The Amtrak record was there, In Conflict, two weights hadn't been input, therefore we couldn't re-stencil from the original record, and lost all of the historical data.

Is this particularly important? Not on its face. But when an Umler record is going to be used as proof of ownership, such as what happened to some car owners who leased cars to IPH, you just lost your proof. That is kind of important!

And it increases the count of cars and locos incorrectly, because the old one most times doesn't get deleted either. The result is two records representing only one unit that actually exists.

Having to input such records from scratch for our members is time consuming, and subject to typing errors that wouldn't happen if the new record was a re-stencil or clone.

The Umler computer is programmed to NOT allow a re-stencil, clone, or even if loaded from scratch the prior mark and number of any unit of rolling stock that is IN CONFLICT.

Conflict means serious and progressing to fatal errors (meaning can be automatically deleted by the computer after the 3 stage Subject To Deletion process) for MANDATORY data fields.

Mandatory fields are some of the dimensions, weights, axle counts, many more, and for locos the new PTC fields. These fields MUST have acceptable data in them. If any one or more of these mandatory fields are blank or incorrect, the Umler record is In Conflict.

We submitted change request #61483 on 03/05/2021 requesting that the program be changed such that a re-stencil, clone and priors for a unit in conflict COULD be completed SUBJECT TO the new record meeting all the edit check requirements for data integrity in effect at the time. That means that the person working the computer must correctly input all those data fields that are causing the IN CONFLICT status.

This change request was rejected because of the complexity of such change. This is indicative of how complex the Umler computer software is that what would seem like a simple change can't be done because of all the other systems that Umler has fingers in.

Maybe if enough car and loco owners complain, especially railroads small and large, Railinc will reconsider. But for now, do yourselves and us a favor, get an Umler record check.

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



Canadian Pacific's Holiday Train has again been cancelled due to COVID-19 considerations. The railroad will continue donating to food banks and holding an online benefit concert. They will donate to food banks that would

normally benefit from a holiday stop — including those that receive visits in alternating years — as well as holding the concert. The railroad said details for the concert will be announced in the weeks ahead. The CSX Santa Train in the Appalachians has also been cancelled. It will be replaced by drive-through gift distribution. Kansas City Southern will hold fundraising efforts to benefit the Salvation Army in lieu of its traditional Holiday Express. The Indiana Rail Road will run its Santa Train, but under a modified schedule and format because of ongoing COVID-19 safety precautions. Families are invited to watch the train arrive and mail letters to Santa via the railroad's North Pole Express Mailbox, but the opportunity to come aboard the train and visit with Santa will not be available this year.

Operation Toy Train is back on track and ready to run through parts of New Jersey and New York in early December, collecting donated toys for underprivileged children of the region. Santa Claus will be aboard to meet the children at each stop. Special collection bins labeled "Toys for Tots" have been positioned near each of the 24 stops and people are encouraged to put their donations of new, unwrapped toys in these bins during October and November.

Norfolk & Western Class J locomotive No. 611 will remain at the Strasburg Rail Road this winter, undergoing an annual inspection and maintenance, following the conclusion of its operations on the Pennsylvania short line. The Virginia Museum of Transportation's 4-8-4 had operated at Strasburg since May, wrapping up its schedule of excursions, cab rides, and other events on Oct. 3. It was the locomotive's second appearance at Strasburg, following a shorter stay in 2019.

The Tennessee Valley Railroad Museum in Chattanooga, is celebrating its 60th anniversary the weekends of Oct. 16-17 and Oct. 23-24. Plans include rides featuring the museum's two operational steam engines, as well as steam- and diesel-themed night photo sessions. In conjunction with those events, Tennessee Valley is debuting its new exhibit building near the Grand Junction depot with a history of the museum.

Norfolk Southern is donating the archives of predecessor Southern Railway to the Atlanta History Center as NS prepares to mark the opening of its new Atlanta headquarters. The archives include hundreds of thousands of pages of correspondence, more than 20,000 photographs, reports, plans, and minute books. Some of the material has already been delivered to the center and the rest will arrive by the end of the year. NS is scheduled to open its new Atlanta headquarters building this month.

Amtrak/Freight/Federal Agencies



Birmingham and three Mississippi communities will receive Federal Railroad Administration funds from the Southern Rail Commission for station work in preparation for the resumption of Amtrak service between New Orleans and Mobile, Ala. Birmingham will receive \$250,000, while Gulfport, Miss., will receive \$246,500; Bay St. Louis, Miss., will receive \$270,000; and Pascagoula, Miss., will receive \$186,000. The grants require a local match of the same amount. Amtrak intends to begin service on the New Orleans-Mobile route in January 2022, but plans are pending a decision by the Surface Transportation Board on Amtrak's right of access on the route. The Surface Transportation Board has granted a new extension for the

process of addressing Amtrak's request to require CSX and Norfolk Southern to allow passenger service between New Orleans and Mobile, Ala. — while cautioning that it will not look favorably on further efforts to delay the process. Amtrak has asked that the board order CSX and Norfolk Southern to provide access to their properties to prepare for the service, and that it clarify the status of the Alabama State Port Authority regarding the port's desire to participate in the proceeding.

Service on VIA Rail Canada will return to pre-pandemic levels by summer 2022, the railroad announced. At the peak of the pandemic, ridership dropped by 95 percent and VIA has been slow to resume normal service. In December the Ocean will start running twice a week. And in May and June next year, the Ocean and Canadian will resume their normal three-day per week schedule. Next spring, full service will also resume on the Quebec City to Windsor, Ont., route and regional routes.