



Happy  Halloween

FROM THE PRESIDENT



Like everyone, sometimes you have to stop and take a vacation. We all have gone through some tough times over the last few years. Cathy and I have had four close family members who passed away between the end of last year and the beginning of 2022. One of the toughest was losing our daughter due to her prolonged illness over the previous several years. To say it was time for a vacation was an understatement. We were ready. Now I have to admit that I am one lucky man. Not only does my wife put up with me, but she loves rail travel. So when the opportunity came up to travel on the Rocky Mountaineer out of Denver, she didn't hesitate. And, of course, you can't just fly into Denver; you have to take Amtrak as we did. After completing the westbound leg of the Rocky Mountaineer, we stayed in Moab for a few days and then flew back to Denver. And, of course, back home on Amtrak. Hats off to Carl Atencio and his crew. They do a fantastic job. Cathy and I both highly recommend the trip. If you own a private car or work

for a passenger operation of any type, the best part is that you don't have to worry about a thing when riding to the Red Rocks. Just sit back and enjoy the scenery while the dedicated staff takes good care of you. We had the early retirement of our corporate secretary, Gerry Lemmons. Gerry has been recovering from a few medical conditions and needs to spend time recovering. We thank Gerry for his dedication and service to RPCA, and we look forward to seeing him again at an upcoming conference.

Our very own Information Exchange editor, Borden Black, is stepping up to fill Gerry's shoes. She's done an excellent job keeping us informed every month with the IE, and now she will keep us on track with our meeting minutes.

I'm looking forward to seeing the results of everyone's ticket sales for Christmas trains this year. With inflation hitting 40-year highs, this year's sales will be a good barometer of what to expect going forward. On September 22nd, I was sitting at my computer as the clock struck 5:00 PM to try to secure two parlor seats in one of the former Santa Fe lounge cars out of Owasso. I don't think it took me more than 30 seconds to navigate the website to place my order, only to find myself at number 943rd in line to buy tickets. Forty minutes later, it was my turn, and I (thankfully) secured two of only sixteen parlor seats available in the pre-superliner lounge cars. I would say number 943 in line after 30 seconds after five o'clock (when tickets went on sale) was a good sign that sales were strong. That was even with 1225 parked this year for running gear work. Let's hope all our Holiday ticket sales are that strong.

Stay Safe

W. Roger Fuehring

President, RPCA



MEMBERSHIP NEWS



2023 Annual Conference

January 12-15, 2023
N.C. Transportation
Museum- Spencer, NC

Registration for the 2023 Conference at the North Carolina Transportation Museum is just about ready. Watch for a special edition of the IE. Once Conference registration is open, the Early Bird registration deadline is October 30.

Nominations for directors are open. Nominations will close in early December. This year four seats are open:
Roger Fuehring
Brad Black
Joe Rosenthal
Kevin Moore

Being a board member is a great opportunity to help direct the future of our Alliance. Please consider running!
Contact Burt Hermey
cbhermey@pacbell.net

AMTRAK

RPCA-AMTRAK CONFERENCE CALL
SEPTEMBER 23, 2022

For RPCA:
Burt Hermey
Mike Stickel
Roger Fuehring
For Amtrak:
Michael DeAngelo

Steve Robusto

1. Private Car Business Update
 - a. Thru August:
143 moves vs 94 moves FY 22 vs 21
778 segments vs 444 ly.
2. Amtrak Inspector Notice- 2 year/same car inspections
 - a. Michael DeAngelo to send notice to all inspectors advising.
3. Other Topics / Q& A

A word on PV-involved train delays

In our most recent teleconference with Amtrak, Roger Fuehring asked if there were any PV-caused delays in the recent past that RPCA should be aware of, and the answer that came back we took to be “no”.

We all know that delays involving private cars are bound to happen from time to time. They can involve entraining/detraining our passengers and their baggage, en route mechanical problems with the PV, or terminal issues. If the delay is more than a few minutes you can expect to hear from CNOC about it, and here’s where it pays to be proactive.

Let’s say your cars are being switched on the train at Denver, and it’s taking an inordinately long time to do so. Pay attention, and ask questions! Then, when you have scoped out the situation to your satisfaction, write a note to Special Movements. Be brief and concise, with just the facts and no conjecture. Do so promptly! Special Movements likely won’t hear about the delay through the company channels until the following morning’s meeting, so briefing them early will arm them with your observations of what happened. That was something I did, and on the occasions when I did so the subject was dropped.

Many PV owners still use air pressure to raise water, but have a small compressor that only works on the water tanks. Meanwhile, the main reservoirs are slowly bleeding down. Charging the air reservoirs from the brake pipe can take many minutes—passenger cars have large reservoirs and the charging port is quite small. I know of cars that can take 20-30 minutes to charge up.

Consider getting a bigger compressor that charges the entire brake system. The ones we got were three hp compressors, belt driven, and ran on 480 v 3 phase. Available from Grainger. Tap directly into a reservoir or the reservoir charging pipe with a check valve and a shutoff valve (so it can be isolated) and set your pressure to around 105 psi. Let the water-raising valves do their thing, and you’ll have the added advantage of your air brakes being set while you’re parked. At that pressure, there’s almost no charging needed so the train air tests can be conducted almost immediately after the air is established, and you’re on your way quickly.

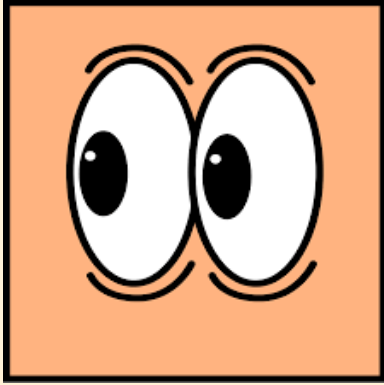
There’s no need to turn the compressor off when being switched at 90 psi. The brakes will work just fine, but you will hear the compressor running to maintain 105 psi (or whatever you set) in the tanks.

Sooner or later your PV will be involved in a delay. It behooves all of us to make that as infrequent an occurrence as possible.

Suggestions are welcome!

Burt Hermey
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SAFETY



WATCHFUL EYES

It's that time of year again here in the Rocky Mountains. No, I am not referring to football, baseball, or any other sport. I am talking about the annual bull elk rut. This is when the bulls start staking out their territory and bugling. This behavior can be found on numerous Youtube channels. Along with this exercise of nature comes the "viral videos" of people getting way too close to the bulls and getting chased and even gored by these 800-pound behemoths. I know what you are thinking; what in the heck does this have to do with railroad safety? Actually, there is some correlation between the two.

I am not referring to the rut of the bull elk, I am talking about poor judgment on the part of the public. How many viral videos of railroad photographers have we all seen? Poor judgment includes: standing too

close to the tracks when the train passes, standing inside the gauge, or even standing inside the gauge in the middle of a road crossing. It does not stop there. How about passengers photographing nature through an open vestibule door when nature decides to give them a brush with a mass of limbs?

As we start into the fall and holiday season, let's be mindful that the public may not have a grasp of the dangers of a moving train. What can we do? Signage indicating the necessary space between passengers and the train on the boarding platform. Signage posted near the vestibule door warning of close clearances. And there is the ever-vigilant RPCA member who recognizes a breach in the distance to photograph or admire the oncoming train safely. A tactful but stern reminder to the offending party that their safety is in danger might prevent someone's injury. Some of you may disagree, but I believe it is our responsibility to inform and educate visitors about these hazards.

I hope everyone has had a grand summer, staying safe and healthy. Just because someone has announced that the pandemic is over is no reason for us to let up on the practice of good health. Get your vaccines and keep washing those hands. Cheers,

Gary Carter

UMLER



A new Umler Data Specification Manual was published on September 15.

Not much new affects the passenger car owners, but a few minor things could affect those performing the data registrations. Ditto for locos. E.g., the type D coupler is now clearly spelled out as obsolete and restricted in interchange. Special couplers are also more clearly defined.

We continue to get a few new subscribers! Thank you for joining our ranks! We love it when the fleet grows larger. And it helps RPCA carry more weight when

discussing changes needed.

DOCUMENTATION RULES the RR INDUSTRY

Re-stencil Issues Continue

Many new car owners lose sight, or never had the sight, of the complications with performing an electronic re-stencil in Umler or inputting a registration from scratch and attempting to input the prior mark and number. If no car or loco registration exists in Umler, a new registration must be used to enter a car or loco. One can not perform a re-stencil on something that doesn't exist. Many passenger cars were never input to Umler. Even if true, attempting to input the prior mark and number won't be accepted by the computer because it didn't exist in Umler.

Suppose the prior Umler registration has conflicts (fatal errors as determined by the data edit checks). In that case, the computer also will not accept an attempted re-stencil or input from scratch of the prior car mark and number. The prior record must be active and have no conflicts.

The latter makes no sense because the new record must pass all the data edit checks before the computer will accept it anyway, so why stop it just because the prior was flawed? It means all the maintenance and component ID data is lost. We have not been successful in getting this changed.

Car Owners and air technicians need to remember that the RPCNB Shop Code is for the certified air technicians and shops to use!

Not all certified air techs (CATs) can use the code. NOTE! there is a difference between a CAT and an RPCNB CAT. To be an RPCNB CAT isn't hard! 1: you must be an RPCA member. 2: must execute the RPCNB Shop Code Use Agreement. 3: must provide the requisite data for upload and pay the fee.

In the case of Amtrak CURRENTLY certified cars getting Amtrak-trained PV inspector inspections where the inspector refuses to join RPCNB CATs, the car owner can scan and send the PC1b form signed and dated by the PV inspector to us, and we'll upload the air test data under the RPCNB Shop Code to Umler.

CATs: don't forget to scan and send us your renewal cert cards! If you don't, we can't upload your test data. Some of you REALLY are helpful. You put both sides of your cert card on the cover document of the test data. THANK YOU.

LOA (Letter of Authority)

A LOA is used by a car or loco owner to allow another entity to access their reporting mark data in Umler. E.g., input new records, perform re-stencils, input air tests, etc. Between RPCNB and GLR, we have 48 LOAs in effect.

Whether the LOA is for RPCNB, GLR, or any other entity, please remember that the authorized person has only two weeks to respond to the Railinc email requesting approval of the LOA. Whether a new LOA or continuance/renewal of the current one is true.

If the Railinc email is not responded to in that two-week period, Railinc does not approve the access to the entity requesting the LOA, removes any current access, and the process must start all over from scratch.

This is particularly a problem for groups where the name and email of the authorized person changes relatively often! And it becomes worse if the new authorized person does not have an email address that ends with the name or initials of the operating entity. Then a letterhead missive (email on entity letterhead, i.e., scanned letterhead) is required for Railinc to accept the identification of the authorized person.

Railinc is sending out LOA exception emails.

We received a notice of three incorrect LOAs. The only problem is the reporting mark shown in one reference was wrong, we do have an in-affect LOA with the correct mark, one was reported correctly, but we do have an in-affect LOA, and one reported our reporting mark for a company we do have an in-affect LOA for their, not our, mark. Computers are perfect, correct?

Take care, stay safe.

Dan and Pamm

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



Famed Norfolk & Western J-class 4-8-4 No. 611 will return to steam this fall in a series of limited-time-only events announced by the Virginia Museum of Transportation, owners of the locomotive, and the Strasburg Rail Road, which together are completing the most recent federally required inspection of the 72-year-old locomotive. Among the scheduled events are at-the-throttle opportunities, a static display of the 4-8-4 while under steam, and 45-minute excursion rides over the Strasburg's main line through Amish farmland. A portion of proceeds from these events benefit the Virginia Museum of Transportation, based in Roanoke, and support the preservation and maintenance of N&W 611.

Jim Hager has been named general manager of the 190-year-old Strasburg Rail Road, America's oldest short line and now one of the country's busiest and longest-running steam tourist railroads. He has worked on several short lines, doing everything from train-and-engine service to designated supervisor of locomotive engineers, to trainmaster, to training and testing officer, to mechanical work. He comes to Strasburg from a job as general manager with the Krapf Group, overseeing a \$10 million school-bus operation with a fleet of 156 buses. He's also written articles and books on railroad topics.

The Tennessee Valley Railroad Museum has received a \$200,000 grant from a National Park Service program toward the restoration of the museum's 1925 Pullman sleeping car, the Maitland. The Southern Railway donated the 12-section, one-drawing-room car to the museum in 1965. It was used in both World War II and peacetime service. The grant is part of the Save America's Treasures program, offered by the Park Service in partnership with the National Endowment for the Arts, the National Endowment for the Humanities, and the Institute for Museum and Library Services.

Tourist operator, St. Louis Iron Mountain & Southern Railway has repainted its former Pennsylvania Railroad E8, No. 5898, in the classic Pennsy pinstripe livery. The locomotive, built by EMD in La Grange, Ill, in 1951, was purchased from the Reading Blue Mountain & Northern Railroad in 1998. The engine has been sanded, stripped, and repainted, and a template for a new Pennsy nose emblem has been made. The Electro-Motive Division of General Motors built just two RS1325 locomotives. Both have now been saved.

Genesee & Wyoming Inc. is donating former Chicago & Illinois Midland RS1325 No. 30 to the Illinois Railway Museum. The transportation costs to bring the locomotive back to the Midwest are being covered by several donors. Now both RS1325s will be preserved in Illinois.

The Mt. Rainier Scenic Railroad and Museum, shut down by owner American Heritage Railways in 2020 in the midst of the COVID-19 pandemic, will resume operation in 2024 or 2025, according to the executive director of the Western Forest Industries Museum. According to Forest Industries Museum Executive Director Bethan Miller, railroad operations will expand to include the town of Eatonville, about 9 miles from Elbe. This would more than double the length of the railroad, which previously operated a 7-mile route between Elbe and Mineral, Wash. The museum plans to restore several steam locomotives to service and construct a new museum.

After being sidelined for two years by the COVID-19 pandemic, Kansas City Southern's six-car Holiday Express train will run again this year, making stops in 20 communities in eight states in a tour beginning Nov. 23. At each stop, families have the chance to board the train, tour the interior of three cars of the six-car train, and meet Santa and his elves. The Holiday Express project will also continue its tradition of fundraising for the Salvation Army, which continued virtually in 2020 and 2021.

The United Railroad Historical Society of New Jersey has begun the restoration of the last surviving U34CH locomotive, a project it is undertaking in partnership with contractor and consulting firm FMW Solutions. The organization started the project with a \$10,000 matching donation from the Tri-State Railway Historical Society. Erie Lackawanna No. 3372 is one of 32 locomotives built by General Electric between 1970 and

1973 as part of a commuter modernization effort. A complete mechanical evaluation by FMW Solutions this summer determined nothing precluded the locomotive from being returned to operating condition.

The CSX Santa Train will run this year after all. In a reversal of an earlier decision, the train will mark its 80th anniversary year by running on Saturday, Nov. 19. There were reports that the train would not run in 2022, because of staffing and supply-chain problems, after being sidelined for two years because of the COVID-19 pandemic.

Amtrak/Freight/Federal Agencies



CSX Transportation has named former Ford Motor Co. executive Joseph R. Hinrichs as its next chief executive officer. Hinrichs, 55, will succeed CEO Jim Foote, who retired on Sept. 26. Hinrichs has more than 30 years of experience in the global automotive, manufacturing, and energy sectors, previously serving as president of Ford's automotive business. Hinrichs said he will continue CSX's focus on growth, technology, and improving the company's culture.

The two biggest rail unions don't expect to tally members' votes on their tentative contract agreements with the Class I railroads until mid-November. On Sept. 22, the Brotherhood of Locomotive Engineers and Trainmen began a 15-day question and answer period during which general chairmen will reply to the national president's office with any questions or clarifications regarding the tentative agreement.

Once the Q&A session is complete, ballots will be distributed on or around October 14, with the BLET tentatively set to tally the votes on November 17.

The Surface Transportation Board's Office of Proceedings has granted a request by all parties involved to extend board-sponsored mediation regarding Amtrak's effort to launch Gulf Coast passenger service to Oct. 11. Amtrak, CSX Transportation, Norfolk Southern, and the Alabama State Port Authority had filed the request saying all parties agreed to an additional 15-day period of mediation. It is the second such extension to the mediation process.