



## FROM THE PRESIDENT



As I write this, we are waiting on STB hearings on April 26-27th regarding service problems. Four of the class 1 CEOs will testify on labor shortages and other logistical issues. Several larger shippers responsible for our national logistics have rung the bell loud. What does that mean for the movement of our equipment? With the uniqueness of our equipment, we have already been experiencing service issues and higher rates for years. With new pressures on the national freight system, extra care needs to be taken when moving your equipment. We don't need to be giving the railroads that handle our equipment a reason to refuse our cars. Extra attention to detail and pre-trip inspections by qualified mechanical personnel is essential to avoid issues with railroads already behind the eight ball. Information being accurate within UMLER is also vital for proper billing, equipment handling, and placement in the train. Taking the time to get it right the first time keeps your equipment moving, and it helps all of us within this industry. Maintaining good relations with those that handle our cars starts with giving them sound "correctly registered" equipment and accurate billing. If you are not sure before movement, reach out to our Numbering Bureau, our Chief Mechanical Officer, myself, or another board member. You can find contact information on our webpage.

As mentioned in a previous email blast, the 219 drugs and alcohol testing is here. Brad Black and I have been working directly with Heritage Rail Alliance and a training contractor on how to proceed. We hope to have a program put together within the month to ensure everyone affected complies. As soon as we have the information and logistical issues with the program ironed out, we will get that out to everyone after seeking direction and guidance from our board.

In conjunction with RPCA, Heritage Rail is working towards a live webinar in May with the Federal Railroad Administration. The plan is to cover 219 along with additional information on 232 air brake regulations related to our equipment. Additional information will be available as details get worked out.

**W. Roger Fuehring**  
President, RPCA

## MEMBERSHIP NEWS



RPCA-AMTRAK CONFERENCE CALL  
FRIDAY APRIL 29, 2022

For Amtrak:  
Michael DeAngelo  
Teresa Smith  
Addie Moratti  
Steve Robusto

For RPCA:  
Burt Hermev

1. Private Car Business Update
  - a. business is approaching pre-pandemic levels. Revenue 180%+ vs last year.
  - i. revamping feedback form into quantifiable

survey. accessed via a line on the email from Amtrak following a trip  
b. Teresa says she is in good shape (compliance) with clearance forms PC-5  
c. Current interpretation of charter train guidelines may open more opportunities for charterers. Contact Steve Robusto for additional guidance.

2. Long Distance Train Update

All LDT's except Crescent, City of New Orleans and Silver Meteor will resume daily svc 5/23. The others resume in Sept.

BOARD MEETING

The summer Board meeting will be held Saturday, August 20th in Spencer North Carolina. Board members will tour the hotels and sites that will be used for the conference in January. The Board meeting proper will start around 10 am in the North Carolina Transportation Museum

DUES

Dues renewal letters will be going out in mid-May. They will be delinquent on June 30th. Dues are only 45 dollars, and you get a lot for your money:

- Dedication to serving private railroad equipment owners & operators.
- A slick, full-color magazine with articles and news of interest to all railfans
- A monthly e-newsletter with the latest information on tourist trains, steam, museums, and private varnish
- Ability to attend an annual convention that features hands-on mechanical workshops, marketing information, the latest from Amtrak and the FRA, special train rides, trade show, banquet and networking.
- Insurance administered through [McCarthy Rail Insurance Managers](#), [United Shortline Insurance](#), [Assured Partners of Missouri](#) & [Hamman-Miller-Beauchamp-Deeble](#), providing members with an economical source of liability and physical damage coverage.
- Umler recording and assistance
- Scholarship and mentoring for youth interested in railroading as a career or as volunteers
- Supporter of Rail Camp for youth
- Safety training and safety manual
- Mechanical/Technical Group (MTAG) for guidance with mechanical issues
- The Cab Unit Preservation Society (C.U.P.S.), an RPCA group dedicated to the preservation and operation of historic cab unit locomotives
- Rental of the single-car test device and wheel gauge calibration

Make check payable to RPCA or renew online at [JoinRPCA@rpca.com](mailto:JoinRPCA@rpca.com). You can mail it to :

RPCA Membership  
P.O. Box 67  
Cordele, GA 31010

Do not enclose payment to RPCNB. That will be billed separately.  
Please check your data to make sure it is correct.  
If you have any questions about your renewal, please email Chris Lockwood  
at [membershipRPCA@gmail.com](mailto:membershipRPCA@gmail.com).

## SAFETY



### Ruts and Rails

I read an article about how we can easily fall into a so-called "rut." The author defined the word "rut" as a habit that becomes dull, unproductive, and hard to change. His examples were eating the same foods, listening to the same music, frequenting the same restaurants, etc. I guess that I fit in there somewhere. My breakfast usually consists of 4 kinds of cereal, a glass of milk, and two cups of tea. If you call me between the hour of 7 AM and 8 AM MDT, you will catch me in this rut. If this definition of "rut" is valid, then we can see where this is a type of "habit" that has gone awry. Habits can be good or bad. Habits of eating healthy vs. the drive-throughs of some fast food joints is one example. This same principle can be applied to our practice of railroad safety. Making it a habit to arrive at

the worksite in the yard with the proper PPE is a good habit which is productive for our well-being. This takes an active action on our part as we lace up the boots, put on the hat, gloves, safety glasses, etc. This differs from the rut we can fall into as we walk to the equipment being worked on. Did we check to see if the blue flag was still in place? Is the handbrake still set? Are the wheels still chocked? The rut here is that we assume all of these safety devices are where they were the last time we worked on the equipment.

Rut vs. habit. Safety practices are where we recognize the ruts and change them into a good habit. Take the initiative to check that the safety items are still in place as they apply to your work for the day. Protect yourself with the PPE that you ALWAYS have with you at the worksite. Lastly, be open to changing and improving even the best safety practice so that it does not become a rut.

I hope that all of your work is going well and that you have plans for a very productive summer. Projections are that summer travel should be on the upside of things. Let's all hope that Covid and gas prices pullback which will help the travel season. Stay safe and be sure to wash those hands; no rut there! If you get out West, give me a shout.

Gary Carter

## THE INSURANCE DESK



Tom Johnson, insurance committee, has been following the story of Bryan Laveve, president of the N&W 300 Preservation Society, moving the car to Indiana for restoration. What impressed Tom was the security system Bryan was able to set up. A potential thief climbed over the railing to look inside despite posted signs and even tried to open the door! Because of his security system, Bryan was able to talk to him remotely and inform him that the police had been called because he was trespassing.

Bryan is writing a story for Passenger Car Magazine with all the details of his security system and his incredible journey to save this beautiful car and restore it to operating condition. Tom encourages everyone to read the article and asks that anyone else with a similar story share it. By doing so, Tom says we help our fellow members and strengthen the RPCA insurance program. You can submit your stories at [tjohn1942@att.net](mailto:tjohn1942@att.net).

## PARTS PLACE

## UMLER



Renewal time!

By the time you get this latest edition of the IE, RPCNB subscribers should have received the first renewal notice. Don't forget, the payment is due in our hands BEFORE the end of June! If you are not intending to renew, PLEASE let us know. Late on June 30, we will be deleting all rolling stock that we have not received a renewal on. That is because we get invoiced by Railinc in July for all the rolling stock under the RPCNB reporting mark on July 1st. Remember, we can handle this with you sending a

check by USPS (beware of the post office's incredibly slow delivery time!), or you can call or email to use a credit card. An email asking for a Square Invoice allows you to handle it all without us having your credit card numbers. If you call to provide us with your credit card data after the transaction completes we shred the data.

And, don't forget to send your insurance certificate showing RPCNB as "Additional Insured" if you haven't already. The term "Certificate Holder" is no longer valid! Most of the policies were renewed in February, we haven't gotten many renewal insurance certs.

And HOORAY! Carl Carlson was the first person to renew!! Thank you Carl.

More review!

We've been getting A LOT of phone calls and emails, right on cue. People are starting to get ready to move their cars. And the communication is asking why their car(s) aren't in Umler?

If you have not sold the car or loco or done something to get it removed, car and loco owners need to remember that all the class one railroads have their own independent Umler system. So do some of the larger regionals. If your car or loco hasn't moved on their system in the last 6 months, the computer automatically deletes it. The way this is supposed to work is the carrier's computer actions start automatically when a formal waybill is submitted thru the computer. When the carrier's computer doesn't find the car or loco in its local system, it asks Railinc's master system to send the data. RPCNB only works in Railinc's master system!

"Supposed to work..." If a formal waybill is not submitted, the computer doesn't know better. If the human you are working with just queries "their Umler", it won't show. But it IS there in Railinc's master system. The railroad needs to download it. Most railroad personnel aren't taught that. And many don't even have access to the Railinc master system, only their own independent system.

That is why we recommend that you email asking us to check your registration to see if anything bad happened to it during the last 4 updates. If you want a copy just say so. But please, if you are only moving one car don't ask for a copy of every car and loco in your fleet! Just the ones you are going to be moving.

Heard but...:

All remaining SLRG rolling stock has been deleted from Umler. If true, a buyer can not get a car or loco re-stenciled unless the only remaining person with SLRG Umler access puts the unit back inactive.

Not too sure about that, the last time we looked (morning of 21st), there were still 46 pax cars, locos and box cars listed under SLRG, but many did have errors and conflicts. Our conversation with SLRG personnel is that all rolling stock NOT in Alamosa has been deleted.

That means that one can not re-stencil from an Umler entry that has conflicts.

And, that even if the court-assigned trustee agrees to allow the unit to move under the SLRG mark, it can't because it is not in Umler or is in conflict.

PLAN on getting the unit input under a different reporting mark if you buy one or more!

More Pre-movement points:

Don't forget also that by AAR rules, a car that hasn't moved in over 30 days is supposed to get an air test! Some carriers don't do this with passenger cars, others do. You need to find out which your originating carrier is going to require. And it really is a good practice to do at least a simplified air test at the start of the season after winter storage to check how the brake system is performing. Won't do you much good to have a brake failure in the middle of your season.

Umler changes:

For those of you doing your own Umler work, the sign-in procedure has been changed. Railinc has added double authentication. At your attempt to sign in, Railinc emails you an authentication email with an authentication code to your email of record, then you can finish the sign-in and perform your work after inputting that code. It is a TEMPORARY code, you only have a short time to use it!

You will have to do this every time if you don't check the "remember me" box near the bottom!

And worse, now Railinc is suspending without notice people who have not signed in to Umler over a period of time, looks to be at least two password change periods from calls we've gotten, calling them "dormant". You have to contact Railinc CSC to get them to make you active again. For those with little Umler activity, this is going to be a PITA.

CATS:

We've only gotten one copy of a technician's certification renewal. Hard to believe that only one of you has re-certified in the last year. FRA regs require we have a copy of your current certification for you to use the RPCNB shop code upload process.

If insufficient CATs find the RPCNB shop code useful enough, we will recommend to the board that we return the shop code to Railinc and save the annual cost. But that is going to leave some 800# car owners in a lurch because we won't have the shop code to input their annual air tests.

As always, call or email with questions or comments.

Take care, stay safe.

Pamm and Dan Monaghan

## **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**





Union Pacific has postponed its planned tour this summer for Big Boy No. 4014, citing a need to “focus on efforts to ease supply chain congestion.” The trip to the Pacific Northwest via Northern California had been scheduled to begin on June 26. The railroad said it would announce updated plans once service performance levels return to normal. The railroad has also announced a move to decrease the number of privately owned cars operating on its system in an effort to address congestion.

The Reading & Northern Railroad reported that its T-1 steam locomotive, no. 2102 has successfully completed its test runs following its extensive five-year rebuild. The locomotive made a homecoming on April 6, stopping briefly at Reading Outer Station. It also visited Tamaqua on April 7-8, plus Nesquehoning and Jim Thorpe on April 8. 2102, a 4-8-4 Northern type built by the Reading Company in its Reading, Pa., shops in 1945, had been out of service since October 1991 and has been undergoing a \$2.4 million complete restoration over the past five years.

Union Pacific Railroad has donated a small portion of its heritage fleet to non-profit [Railroading Heritage of Midwest America](#) (RRHMA). The donation allows Union Pacific to focus on its remaining fleet, which includes the world’s largest steam locomotive, the Big Boy UP 4014, and the fastest, the Living Legend UP 844.

The donation includes the following equipment from Union Pacific’s Steam Shop in Cheyenne, Wyoming: 4-6-6-4 [Challenger UP 3985](#) Class TTT 2-10-2 UP 5511;

The [Centennial UP 6936](#) E9B passenger locomotive shell; Four 1950s coach cars ; Diner-Lounge car; Baggage car; Caboose; Two business cars: the Selma, previously Western Pacific’s Feather River, and the Stanford, originally the 1928 Southern Pacific Sunset

The Chesapeake & Ohio Historical Society is raising money to restore “Chessie 29,” a business car used by the railroad’s executives and many dignitaries during the mid-20th Century. It is currently parked at the C&O Railway Heritage Center in Clifton Forge, Va.; It was donated to the group by Al Barbour in 2019. The non-profit plans on doing a complete operational restoration and wants to use the car as a rolling ambassador for its mission: preserving and interpreting the history of the C&O.

The Nevada State Railroad Museum will celebrate the 150th anniversary of the Virginia & Truckee Railroad July 1-4 with the “Great Western Steam Up,” slated to include 17 steam locomotives, with nine operating locomotives representing six Nevada railroads. Scheduled to be on hand in operation are Bluestone Mining & Smelting Heisler No. 1; Carson & Tahoe Lumber & Fluming Glenbrook; Cortex Mines Ltd. Railway No. 1, the Anne Marie; Eureka & Palisade No. 4, Eureka; Nevada County Narrow Gauge No. 5, the Tahoe; Santa Cruz Portland Cement No. 2, the Chiggen;— Southern Pacific narrow gauge No. 18, formerly of the Nevada\_California-Oregon Railway; Virginia & Truckee No. 22, the Inyo; and Virginia & Truckee No. 25. Train rides will be offered behind the visiting locomotives.

Passenger excursions at the Steamtown National Historic Site will resume beginning May 14, 2022, with 30-minute trips starting that day and the first extended trip set for May 28. The Caboose Experience will operate instead of the Scranton Limited on the days when longer excursions operate, as staffing permits.

A law enforcement officer says that the fire that destroyed four former Ringling Bros. & Barnum and Bailey circus railcars in March may have been arson. Two gas cans were found near the railcars. The four cars were part of a group of nine state-owned former circus cars being stored in Nash County when the fire broke out on March 10.

Norfolk Southern (NS) is donating its collection of historical documents and archives from its predecessor Norfolk & Western Railway to the Virginia Museum of History & Culture. The archives document the history of Norfolk & Western. The collection dates to the 1840s and includes thousands of photographs and glass plate negatives, business records, annual reports, blueprints, plans, bridge drawings, advertisements, portraits, and three-dimensional artifacts from predecessor railroads. Other historical materials include publicity materials (radio program scripts and posters), timetables, rolling stock records, and contracts and construction plans for rail stations and yards.

## Amtrak/Freight/Federal Agencies



The first Amtrak locomotive to carry a new paint scheme traveled from California to Delaware, giving the public a glimpse of a new look as it made its way to more Amtrak trains in the years to come. Locomotive 309 features the mainstay Amtrak Blue with Amtrak Red and Midnight Blue separated by white arcs. Locomotive 309 is the tenth of 75 ALC-42 units being delivered through 2025, an important part of Amtrak's sustainability initiative as they are significantly more environmentally friendly than their 1990's predecessors. The "Charger" locomotives are built at the Siemens Mobility rail manufacturing hub in Sacramento, Calif.

Amtrak's proposal to launch Baton Rouge-to-New Orleans service advanced on April 20 with a rail line inspection trip taken by Louisiana Gov. John Bel Edwards, Amtrak President, CEO Stephen Gardner, and other federal agencies, state, and railroad officials. The event was especially significant because attempts to conduct passenger inspection trips on the 80-mile Baton Rouge-New Orleans route had been rebuffed for more than 20 years. One of the notable improvements needed eventually will be a new bridge over the Bonne Carre Spillway west of where the KCS line joins the Canadian National route used by the City of New Orleans.

Four of the seven Amtrak long-distance trains currently operating five days per week will return to daily schedules the week of May 23. Two others will continue to run on the five-day-per-week schedule, while the cancellation of Silver Meteor service to and from Florida will continue until Sept. 11. The Lake Shore Limited, Southwest Chief, California Zephyr, and Empire Builder will return to daily operation. At the same time, the Crescent and City of New Orleans will remain at their current five-day-per-week frequencies. Amtrak reduced the trains' frequencies in January.

Amtrak has submitted to Congress its Fiscal Year 2023 General and Legislative (G&L) Annual Report, in which it seeks \$3.3 billion in total grant funding, including \$1.1 billion for the Northeast Corridor (NEC) and \$2.2 billion for the National Network (NN). This is consistent with the FY 2023 annual appropriations authorized under the Infrastructure Investment and Jobs Act (IIJA), "America's Railroad" reported.