

# INFORMATION PASSENGER CAR EXCHANGE



## FROM THE PRESIDENT



SAFETY FIRST...How many times have we seen that or a variant like "Prevent Accidents" in publications, in slogans posted on walls of railroad facilities, and at our Conference meetings and seminars? It is more than a slogan, or a thing to be mentioned at the beginning of a meeting, it has to be a way of life for all of us who own, operate, or work on equipment, as well as any visit to a railroad facility of any kind.

The railroad industry, in general, is under tremendous scrutiny in the media as the result of the East Palestine, OH derailment and the resulting damage. My original intent for this article was to discuss how our actions can affect the public and industry views of private car owners. That was before the following letters from Mike DeAngelo and Steve Robusto of Amtrak were received by both the RPCA and AAPRCO Presidents.

To say I was surprised is an understatement as I try to understand where we went wrong. After all, RPCA, Amtrak, and AAPRCO have all constantly emphasized the need for care and safety around facilities and cars. Gary Carter led the development of an excellent RPCA car owner safety program, which we shared with AAPRCO and Amtrak. Amtrak's own policy and Private Car Safety Manual that Mr. DeAngelo references are very clear about the responsibilities of car operators and guests in Amtrak facilities.

We, as an industry, MUST DO BETTER and eliminate these sorts of incidents. I have been in contact with the new AAPRCO President, Mr. John Pearson, and we have agreed that our two organizations must come together and develop a program that educates, but also has consequences for members who do not properly supervise their crews and guests on Amtrak property. To do any less risks our access to Amtrak or any railroad, and our insurance programs. If this sounds like I am alarmed, good...because I am and every responsible car owner should be too.

### Brad Black

*While Amtrak appreciates the relationship with private car owners who use our facilities for long-term parking, we must always put safety first. It has come to our attention that car owners are visiting their cars without prior communications with Albany Amtrak staff, as required by the Private Car Safety Manual. All car owners are required to make prior arrangements advising local management when and for how long they plan to be with their car; these arrangements must be made more than 24 hours before arrival. As the Albany facility is a working yard all private car owners, reps, and guests must not occupy public areas of the facility without proper prior arrangements. All personal vehicles may only travel and park in public access areas. Any car owner, rep, or guest found on Amtrak property without prior arrangements may be banned from Amtrak property and asked to have their car removed. At no point should car owners or guests stay overnight for one day, or for longer periods; living onboard cars is likewise prohibited. Attached is the Amtrak Private Car Safety Manual. Please read the manual and make sure you are in compliance with all applicable safety practices.*

<https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/privatecars/Amtrak-Private-Car-Safety-Manual-050719.pdf>

*If you have any questions, please reach out to me directly.*

Michael DeAngelo  
Manager- Charter & Special Movements

As the respective President(s) of the two major private car organizations, it is imperative that we continue to have a positive working relationship and enable us to continue to develop and grow the private car business line. Issues like this are distractions and have the potential to become a major issue when Amtrak reviews the risk exposure and impact on our core business of operating safe and on-time passenger transportation. This is one of at least two recent issues with private car owners and their guests losing focus while around Amtrak facilities and on/near railroad operations. Please join me with addressing the private car community and your membership to ensure that we can eliminate these concerns. They will not be tolerated and will be handled under the Compliance section of our "Conditions for Movement of Privately Owned Railroad Cars on Amtrak."

<https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/privatecars/Amtrak-Conditions-for-Movement-of-Private-Railroad-Cars-010121.pdf>

Stephen M. Robusto  
Director- Contract Administration

## MEMBERSHIP NEWS

### MEMBERSHIP DUES

Dues renewal letters will be going out soon. Payment will be delinquent on June 30th. Members may have monthly newsletters sent to five other members of the organization just by supplying the email addresses to [bordoblack70@gmail.com](mailto:bordoblack70@gmail.com)

Dues are only \$55, 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 is 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 no additional dues are required for this membership but you need to sign up.

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)

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### SUMMER BOARD MEETING 3 MONTHS AWAY

The meeting will be held at the Holiday Inn Express & Suites Atlanta Airport NE-Hapeville in the International Board Room.

There are sleeping rooms in our meeting block for both Friday (18th) and Saturday (19th) nights. The room block is NOW open and rooms will be available to book NOW until July 19, 2023. The cutoff date for booking rooms is July 19, 2023, after the cut-off date, the group block will be closed and any remaining rooms will be released into general inventory and sold at the standard rate.

You can contact the hotel direct at 404-844-2501 or IHG Reservations at 1-877-666-3243 and provide the designated dates and the following:

GROUP NAME: RPCA Board Meeting  
GROUP CODE: RPC

OR

You can use the Booking

Link: [https://www.hiexpress.com/redirect?path=hd&brandCode=EX&localeCode=en@ionCode=1&hotelCode=ATLHP&\\_PMID=99801505&GPC=RPC&cn=no&viewfullsite=true](https://www.hiexpress.com/redirect?path=hd&brandCode=EX&localeCode=en@ionCode=1&hotelCode=ATLHP&_PMID=99801505&GPC=RPC&cn=no&viewfullsite=true).

*\*In order to locate your Group Booking information, it is required to select your group Arrival and Departure date on the site (August 18--August 20)*

Airport Shuttle:

Airport Shuttle starts at 4 am and ends at 2 am.

Complimentary Shuttles are Available upon Request

Please proceed to Ground Transportation slots 9-12. Once you are there, call the hotel at 404-844-2501 and inform the hotel that you are there for pick up.

As determined at the January Board meeting, it will be an individual decision if Board members wish to go to Cordele after the Board meeting concludes or on Sunday.

Finally, I will be out of the country for most of July. When I return, I will send an email requesting confirmation of in-person or virtual attendance at the Board meeting and a request for a selection for lunch.

As always, if you have any questions, please let me know.

Charles Barthold  
RPCA Conference Coordinator  
612-529-3428

## SAFETY

### ANOTHER ELECTRICAL SITUATION



In last month's IE I shared some of my fears and focused on the electrical side of things as they relate to our cars. Somehow, it seems like some thoughts are hard to shed. Today I was working at the Pueblo Railway Foundation shop on "D" Street. Across that street is the old electric generating station for Pueblo. I believe it was a one-megawatt plant which is now used primarily as a substation.

As I set up some equipment for doing my work, I noticed two individuals working inside the gated fencing surrounding one of the huge transformers. It appeared they had all of their PPE garb on and knew what they were doing. I really did not give it much thought until I turned around and saw them attaching some more equipment to the lines of the transformers.

My next thought was that they must know what they were doing. But then, what if?..... Should something go terribly wrong, I was probably the closest person to them. Then the checklist kicked in. First, call 911, second, was there a way into the secure facility? Yes, the gate into the yard was open. Is there a 2x4 or some other nonconductive pole close by if needed? Lastly, how good is my CPR? I don't know why I look at these types of scenarios and start second-guessing safety issues, but I do. It is probably my old Boy Scout training telling me to "Be Prepared".

My work for the day was finished and I needed to pick up some supplies to finish the project in the next day or so. The individuals were still working on their equipment without any adverse incidents. My mental planning was all for naught, except for being a good practice exercise. Now if I can just get this rust and PB Blaster washed off my hands when I get home.

Stay Safe

Gary

## UMLER



Last month was not a good month for some people. Multiple incidents with passenger cars moving in freight train service.

Almost all could be traced to crews not following the handling instructions of "Shove to Rest" and "Shove Adjacent to Rest". Kicking or humping loaded cars against a passenger car seldom comes out well. Many crews had excuses that PSR doesn't allow sufficient time to shove to rest and shove adjacent to rest. It's in the handling instructions in Umler people! All but one case was minor if

not insignificant, fortunately for them.

But in that one case, the owner had a GPS tracking device installed. The car hadn't moved in a short while, then the device went silent. It could be simply the battery ran out or it could be a big UH-OH! and anything else in between.

Now follow the chain of lack of communication: It took a week for the carrier to contact us to inform us of a derailment incident on their line, starting with the local RIP attempting to file a DDCT incident, but that went nowhere because DDCT doesn't cover passenger cars, finally, someone looked up the contact information for the reporting mark in Find Us Rail and sent RPCNB an email.

This is why we **STRONGLY RECOMMEND** that for any freight train service car move you have the car labeled with the new AAR M-1006 contact information tag. Note: this is an AAR-approved item, not the one that we made up many years ago that few subscribers paid attention to. Looks like someone in the RSAC or AAR did pay attention. Or maybe just great minds work alike. Here is the link for the sample form: <http://www.aar.com/standards/PassengerTAG.html>

This "tag" should be affixed to BOTH car sides near the reporting mark and number. This allows anyone to contact the owner if there is an issue. **MAKE NOTE:** be careful which tag you put on which side, because there is a data block to designate which end the hand brake is unless it is a car with dual hand brakes!!!

All car owners should become familiar with AAR RP-2001 which includes reference to the M-1006 form.

Additionally, the use of GPS tracking devices is an attempt to avoid the cost of real-time transportation specialist tracking cost. In this case, it didn't work. A real-time transportation specialist would have found out in no more than a few hours of the incident that it had occurred. Yes, costs money.

Incidents like this are like old dead fish, the smell doesn't get better with age.

Was this serious? No, not really. A broken coupler, blown-out draft gear, broken draft lugs, and coupler carrier were destroyed. That was all identified quickly from photos, and possibly more to be found upon inspection. No not serious. We've seen cars scrapped for less damage.

Is there an alternative? Possibly combining the GPS tracker with a 3-axis accelerometer with a text signal if the accelerometer senses the car exceeds the programmed limits setting? Not cheap at all. But it tells the recipient when it happens, when it happens, not hours or days or weeks later!! Hmmmmm.....is there enough interest in car owners moving cars in freight train service to RENT one to make it worthwhile for RPCNB to build a couple???? What are your thoughts?

The real key to an alternative is to not have it happen at all! Crews need to follow the rules. Shove to rest, period! Shove adjacent to rest, period. That requires a little more time and fuel, but the incident will cost the carrier a whole lot more money for the repairs. Therefore it is on management's shoulders to make it clear PSR or not, shove to rest, and shove adjacent to rest, period.

Now back to more mundane things.

Don't forget it is renewal time! For both RPCNB subscribers AND RPCA membership!!! Both have to be complete and in our hands by close of business on June 30, because later that night we will delete all rolling stock that the owner has not renewed! That way we can avoid the invoice later in July for all rolling stock we have in Umler as of 1 second after midnight July 1. That helps us keep the costs down.

The approved Umler change request to identify moving passenger cars and lightweight locos behind rear DPUs has not yet been implemented. Scheduled for the second quarter, still a month to go in the second quarter!

We've already received many "mailer daemons" from bounced invoices sent to car owners. Not having a correct email URL on record will cause you to possibly miss the subscription renewal deadline and for your equipment to be deleted from Umler. It is the subscriber's obligation to keep RPCNB advised of any changes to any contact information. Send us an email with the correct URL and/or call. Don't forget to also send your insurance certificate showing RPCNB as an additional insured.

Take care, and stay safe.  
Pamm&Dan

## DIDYOU KNOW #4 ?



The Union Pacific  
"Pacific" series 10-6  
sleepers  
By Jon Clark

Us passenger car fans are well aware of the famous "Pacific" series 10-6 sleepers built by the Budd Company for the Union Pacific. There were 50 of these fine cars ordered in February of 1948 and delivered between December 1949 and June 1950. While under UP ownership, these cars were always

painting, with half being delivered in two-tone grey "Overland" colors, and the other half delivered in Armour Yellow and Harbor Mist Grey. But the big question about these cars in my mind has always been: since they were going to be painted, why were they built with fluting below the windows, instead of Budd's 3-panel flat-sided look they had used on previous post-war orders delivered within months of the Pacific-series cars? The painted fluting of these cars always stood out in an odd way when they were seen in UP trains, as all other lightweight passenger cars built for the UP were smooth-sided, whether built of steel or aluminum construction.

The PRR had many post-war cars built by Budd with the 3-panel non-fluted smooth-side look. There were the 6 pairs of twin-unit diners; the 50 "Inn" series 21 roomette cars; 6 single-unit diners, 2 bar lounge coaches, and 2 10-6 sleepers delivered by Budd in the January to September 1949 time frame. These were all painted PRR "Tuscan Red" and because they had the 3 flat panels (flattening?) instead of fluting, they matched reasonably well with PRR's other mostly smooth-sided passenger cars. So why weren't the Pacific-series cars

built with smooth sides, since they were arguably on the shop floor at the Post-war Budd plant on Red Lion Road at the same time as the large PRR order was being completed?

The answer has to be that the Pacific's were the first of the so-called "girder cars" at Budd. This was a radical departure in how Budd passenger cars were built. Budd had finally designed a girder frame to replace their long-standing truss frame designs, variations of which they had used since Budd first started building railroad passenger cars at their Hunting Park Avenue plant in Philadelphia. The truss frame, while very effective, was also very complicated to assemble. A girder frame could be equally effective in doing its job but was less complicated and therefore less costly for the carbuilder to assemble. Budd made other improvements in the car structure at the same time, but those are beyond the scope of this article. At any rate, the finished appearance of the girder frame cars was very similar to the truss frame cars, and indistinguishable to the average passenger. But one big difference was in how the fluting was made and attached to the finished car body. It appears that the engineers at Budd had not yet figured out how to adapt the 3 flat panels used on recent truss-frame cars to the new girder frame. It wasn't until the NP dome coaches and dome sleepers were ordered in March of 1953, that there was apparently enough motivation from the customer to prompt Budd to correct this cosmetic deficiency. At the time of the Pacific-series order, this deficiency was no doubt discussed between Budd and the UP, but evidently, it was not enough of an issue to discourage the UP from placing its first big order with the Budd Company.

UP finally got their flat-sided Budd passenger cars when they ordered 20 coaches in March of 1960 for delivery approximately a year later in 1961. Those cars gave us an idea of what flat-sided Pacific-series cars would have looked like.

## RAILROAD NEWS

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

Please submit your railroad news.

## Museum and Excursion Trains



Union Pacific Big Boy No. 4014 will travel to Omaha, Neb., for 11 days of display during the NCAA College World Series baseball championship tournament. The locomotive and its train of heritage passenger cars will depart Cheyenne, Wyo., on the "Home Run Express Tour," bringing it to Omaha for public display June 15-21 and 24-25. It will return to Cheyenne, arriving on July 3. The Omaha display will be at Union Pacific's Home Plate, next to Charles Schwab Field, home of the College World Series. A full schedule is available on the [UP Steam website](#). This will be the first outing for the Big Boy since

last year's trip to Denver for an excursion benefitting the Union Pacific museum.

The Everett Railroad intends to restore a rare anthracite-region steel heavyweight office car for first-class service on its excursion trains. Car No. 100, built by American Car & Foundry Co. in September 1925, is the only known surviving passenger car from the Lehigh & New England Railroad. It served the L&NE until the road's 1961 abandonment, after which the car was used by a contractor who tore up the track. The car was

sold in 1964 to become part of a restaurant at Strafford, Pa., on the historic Pennsylvania Railroad main line. Both the interior and exterior were heavily modified. In 1993, the owner no longer needed the car and sold it. The most recent owner made it available to the Everett Railroad. It will be moved to the Railroad's headquarters and shop at Duncansville, near Altoona, for evaluation and repairs.

The National Railway Historical Society has announced a new program to recognize North American common carrier railroads for historically significant preservation projects completed or put into operation within the last 5 years. NRHS is partnering with Railway Age and Railway Track & Structures magazine. The nomination period is open until July 31, 2023. NRHS members and Railway Age and RT&S subscribers may nominate their favorite railroad preservation project using the [form on the NRHS website](#).

The Great Smoky Mountain Railroad plans to restore Southern Railway No. 722, a 2-8-0 built by Baldwin in 1904. Plans are to convert the locomotive from coal to oil firing, with completion planned for 2026. The locomotive operated on the Southern until the early 1950s, then was sold to the East Tennessee & Western North Carolina Railroad in 1952 and served as a switcher in Johnson City, Tenn. It was reacquired by Southern in 1967 and was a key part of the railroad's steam program until 1980. It then went to the Tennessee Valley Railroad Museum, where it operated until 1985. It was acquired by the Great Smoky Mountain Railroad in 2000.

The Aberdeen Carolina & Western Railway has debuted its rebuilt and repainted E9A No. 103 on the "NODA Express Maiden Voyage" (NODA is Charlotte's art and entertainment district). The restored locomotive led a special move from the ACW shops in Candor to Midland, N.C. The short line has assembled a collection of several classic EMD cab units. The E9A was paired with the ACW's former Norfolk Southern F9A No. 276 and F9B No. 271 on a seven-car passenger train. No. 103 was purchased in 2021 during the Iowa Pacific equipment bankruptcy sale.

## Amtrak/Freight/Federal Agencies



CSX  
Transportation's  
Baltimore & Ohio  
heritage  
locomotive is the  
first of several the  
railroad has in the  
works to honor  
CSX's heritage  
railroads.  
Employees at the  
Waycross  
Locomotive Shop  
are creating paint  
designs for many  
of the predecessor  
roads. The  
inaugural heritage  
series locomotive  
— renumbered

CSX 1827 in recognition of the year the B&O was chartered — combines colors from the modern CSX and the most recognized of the many B&O paint schemes. It carries the modern CSX logo on the front and the B&O's iconic capitol dome logo on the rear. The design was initiated by a 25-year CSX employee and generational railroader at the CSX locomotive shop in Huntington, W.Va.," the announcement says. A CSX spokesman says the railroad hasn't decided on a firm number of heritage locomotives yet, but said there will be "quite a few."

The Food and Beverage Working Group, created by Congress to evaluate Amtrak's onboard food and beverage operation, delivered its full 96-page report to Congress in May. It says that "delivering consistently good service is not achievable without first fixing the systems that are in play behind the scenes." The working group's 15 members are comprised of Amtrak front-line employees and management, international travel and

hospitality experts, and partners from state-supported services. The members came up with more than 30 recommendations to improve onboard service. Amtrak was given 180 days to respond.

The Senate Committee on Commerce, Science, and Transportation has approved a significantly revised version of the Railway Safety Act advancing the bill to the full Senate. The bill was introduced in the wake of the Feb. 3 East Palestine, Ohio, derailment. The Association of American Railroads called for legislators to “continue refining” the bill, with AAR CEO Ian Jefferies saying committee negotiations had led to “substantive improvements” addressing rail safety and support of first responders.

Amtrak and the Illinois Department of Transportation (IDOT) have received federal approval for maximum speeds up to 110 mph for most of the Chicago-St. Louis corridor, primarily between the Amtrak stations in Joliet and Alton. This will help establish shorter schedules for the four Amtrak Lincoln Service round-trips and the Texas Eagle. Until now, 90 mph has been the maximum authorized speed on the tracks owned by Union Pacific Railroad.

VIA Rail Canada no longer needs to add “buffer” cars to the rear of the Canadian and other trains that use vintage stainless steel Budd Company equipment, according to Transport Canada officials. The former Canadian Pacific cars have been in service since the mid-20th Century, but an engineering report last fall found that there were major structural weaknesses in the cars’ frames. The railroad added unoccupied stainless steel cars or unoccupied LRC cars. After a series of tests and inspections, VIA found that the cars “are still compliant with structural design standards for crashworthiness.”