Fw: Questions on moving passenger car from Arizona to Chicago or St. Louis NS interchange

Yahoo/Sent

Ed Kravitz <ekatsdrp@yahoo.com>

To:AOL,Tyler Glass,Jim Raffa,PCRC,Andrea Coller

Bcc:Jim Lueders,Roger J. Verbeeren Jr.,Vickie Murray,Lizd gatewayrailservices.com

Mon, Apr 25 at 3:57 PM

----- Forwarded Message -----

**From:** Ed Kravitz <ekatsdrp@yahoo.com>

**To:** Kevin Adkins <kladkins@up.com>

**Cc:** clearances@up.com <clearances@up.com>; pbfriend@up.com <pbfriend@up.com>; jjmenichetti@up.com <jjmenichetti@up.com>; ncscembargoteam@up.com <ncscembargoteam@up.com>

**Sent:** Monday, April 25, 2022, 03:50:14 PM CDT

**Subject:** Re: Questions on moving passenger car from Arizona to Chicago or St. Louis NS interchange

Kevin.....someone at Union Pacific has to sign off on the car being fit to move.

As far as an Amtrak  inspector, I am not trying to get a PC-1 or PC-2 rating. I merely want to move it as freight one time as a SHOP MOVE to Reading , Pennsylvania. I did a similar move recently from St. Louis to Reading and UP had to inspect, TRAA had to inspect and NS had to inspect as well as the FRA inspector.  I'm a little confused because I know as soon as the paperwork starts with Union Pacific , someone will demand your inspector approve the car for interchange.  I'm just trying to get someone from the regional mechanical department to come out and see if it can roll out on the rear of a freight to St. Louis.\before they demand it.

I have also applied to the FRA for an OTMA Waiver to move the car. They also want to send an inspector.

What would be ideal is, if I could get someone from Union Pacific to show up at the same time as the FRA inspector and they can put their heads together.  The last time this car was moved, it had a fresh COT&S. It moved about 600 miles and has been sitting on the same siding for 9 years. It has not moved more than 300 feet since it was last considered operable on your railroad.

There are a lot of cooks in this kitchen. I know I will have to have Union Pacific inspect the car before they will move it. I am not trying to get an inspection to be Amtrak worthy.  The car will end up on a shortline railroad that has it's own shops and mechanical staff to complete a current COT&S.

Union Pacific must have someone in the Tucson or Phoenix area that could look at the car.  I attached the inspection that was done 9 years ago when the car first arrived at Casa Grande.  Bart Barton is with the mechanical department at Arizona Railroad Museum but, not certified.

Please help me get an inspection.

***Ed Kravitz***

On Monday, April 25, 2022, 03:29:13 PM CDT, Kevin Adkins <kladkins@up.com> wrote:

All,

With the little information we have below I would suggest getting a qualified inspector like an Amtrak inspector to look at the car. Some of the inspectors will also do the COT&S including the air test. If you get a FRA waiver there is usually some sort of speed restrictions they want you to follow. I hope this helps. Let me know if you need anything else.

**From:** Joshua Dominguez <JLDOMING@UP.COM>
**Sent:** Monday, April 25, 2022 1:53 PM
**To:** Paul Friend <PBFRIEND@UP.COM>; Ed Kravitz <ekatsdrp@yahoo.com>; Gary Jenkins <gbjenkin@up.com>; Kevin Adkins <KLADKINS@UP.COM>
**Subject:** Re: Questions on moving passenger car from Arizona to Chicago or St. Louis NS interchange

Hello Kevin,

Ed is interested in moving a passenger car on our lines and I feel like you would be better suited to answer some of the questions he may have.

We can assist with inspections or any other needs you may need in the area.

Thanks in advance.

*JOSH DOMINGUEZ*

*Union Pacific RR*

LASU - Tucson Car Dept.

2501 E. Fairland Strav. 85713

520-210-1752

**From:** Paul Friend <PBFRIEND@UP.COM>
**Sent:** Monday, April 25, 2022 10:36:21 AM
**To:** Ed Kravitz <ekatsdrp@yahoo.com>; Gary Jenkins <gbjenkin@up.com>; Joshua Dominguez <JLDOMING@UP.COM>
**Subject:** RE: Questions on moving passenger car from Arizona to Chicago or St. Louis NS interchange

Gary/Josh-

Can you help out in this matter?

Paul Friend
Director Mechanical Maint
Union Pacific Railroad
19100 Slover Ave.
Bloomington, CA. 92316
Office- (909)685-2129
Cell-    (909)282-6791
Fax-    (402)501-2691

**From:** Ed Kravitz <ekatsdrp@yahoo.com>
**Sent:** Monday, April 25, 2022 10:11 AM
**To:** Paul Friend <PBFRIEND@UP.COM>
**Subject:** Fw: Questions on moving passenger car from Arizona to Chicago or St. Louis NS interchange

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I need to get this railroad car inspected at CASA GRANDE, AZ

Ed Kravitz

----- Forwarded Message -----

**From:** Clearances@up.com <clearances@up.com>

**To:** "ncscembargoteam-mig@up0.onmicrosoft.com" <ncscembargoteam-mig@up0.onmicrosoft.com>

**Cc:** AOL <amuller2000@aol.com>; PCRC <pacificcoastrailcharters@gmail.com>; Ed Kravitz <ekatsdrp@yahoo.com>

**Sent:** Monday, April 25, 2022, 11:00:34 AM CDT

**Subject:** Re: Questions on moving passenger car from Arizona to Chicago or St. Louis NS interchange

Embargo Team,

Can you help Ed with his questions on moving a passenger car?

Thank you

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| **"Ed Kravitz" <****ekatsdrp@yahoo.com****>** 04/20/2022 12:24 PM

|  |
| --- |
| Please respond to"Ed Kravitz" <ekatsdrp@yahoo.com> |

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| --- | --- |
| To | "clearances@up.com" <clearances@up.com>  |
| cc | "AOL" <amuller2000@aol.com>, "PCRC" <pacificcoastrailcharters@gmail.com>  |
| Subject | Questions on moving passenger car from Arizona to Chicago  or St. Louis NS interchange |

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Hi,

My name is Ed Kravitz and I recently helped sell a passenger rail car to a short line railroad in Pennsylvania.

The original owner passed away and his daughter has been storing the car for 9 years in CASA GRANDE,AZ.

The rail car is in a secure industrial yard at Peterson Machinery INC.

The car was last interchanged on Union Pacific 9 years ago to it's current location.

The COT&S is expired however the brakes do set and release.  Peterson Machinery has moved the car around in their yard a few times recently.

I have attached a cursory inspection that was done by Bart Barton when the car arrived at CASA GRANDE  9 years ago.  Bart is with the Arizona State Railroad Museum but, is not a certified inspector.  The car has only moved a few hundred feet in 9 years.

What would we have to do to get an inspector to come inspect the car for Union Pacific?

I am in contact with Pittsburg Brake Company to get a quote on having the COT&S done remotely in Arizona or,,,,,

Considering applying to FRA for a OTMA waiver as a shop move. The buyer has his own shops and mechanical people but, it's in Arizona.

Pretty sure that the car will have to be re-registered in UMLER and change AEI tags and lettering prior to movement.

If this car passed inspection but did not have current COT&S date, would UP move it without a waiver from the FRA?

Thanks in advance for  your help.

***Ed Kravitz***

***619-890-8894***

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We are going to need to get a Single car air test done to the GW car in Arizona at UP’s request to move the car since it has been out of date for so long. The test will need to be done by a QMP, then this person can upload the completed test in UMLER to show it was finished.

Regulatory agencies of state departments or the federal government may issue waivers to exempt companies from certain regulations.