Private Car Annual Inspection Report

PC-1
Page 1 of 4
Requires PC-1A, PC-1B, PC-3, PC-4, PC-6, PC-7
PC-5 if clearances were modified

(Please Print)

Amtrak Car Number 800257	Car Name/Number Salisbury Beach	Inspection Date 5-19-19 to 55-31-19	Location 30th St. Coach Yard, Philadelphia
Car Type Sleeper	Year Built DDec 1954	Amtrak Authorized Inspector G.F.Payne AMT 90001992	Phone Number 443-994-7212

Owner's Name Rail Holdings Inc. Attn: Bob Lowe				Phone Number 717-887-6087
Address 13 Penny Lane		City New Freedom	State PA	Zip Code 17349
Air Brake Type D-22-AR	Relay Valve Type Knorr D -111	COT&S Date 4-5-2018	COT&S Location Los Angeles, CA	
Lube Date NFL	Coupler Type 'A' End H-Tightlock		Coupler Type 'B' End H-Tightlock	

Amtrak Authorized inspector shall initial each line when that item is in compliance, any item not applicable should be marked N/A. Car must have all defects repaired before Inspector signs the completed form.

***Note – star items** in list are only a suggested defect list, and may not be complete.

Inspection Items	Initial
1. Effective October 1, 2014, verify that the wheelset component serial numbers and AAR wheel shop information of all current wheelsets on the car (check against Form PC-4) are documented on Form PC-6, including axle test reports and AAR wheel shop component information sheets. Verify that all wheelsets do not have wheels or axles which are condemnable under AAR Field Manual Rule 90.B.6.a through 90.B.6.l and 90.B.6.n.	*SOK - GFP. See PC-7 attached*
2. Verify that all periodic axle and wheel ultrasonic inspections have been performed when due and documented on Form PC-7	*See PC-7 attached - OGFPK - GFP*
3. Effective October 1, 2014, verify that any wheelset installed on car since last PC-1 Inspection (check against Form PC-4) is documented to be assembled by AAR certified wheel shop per AAR S-659 and RP-631 procedures; wheels are AAR M-107/M-208 wrought steel; axle is AAR M-101 Grades F, G or H; new axle ultrasonically tested both axially and radially; used or secondhand bare axle magnetic particle tested using fluorescent (black light) wet method and surface defects repaired; used wheelset axle ultrasonically inspected; bearings either new or AAR shop reconditioned; and AP style bearings have mounting shop ID and date stamped on locking plate. Axles condemned through ultrasonic testing are to have both end caps removed, a 3" groove (cut or ground) into the end of the axle, and both axle body and ends painted red.	*No new wheels, bearings or axles since UT inspection and last PC-1/PC-2A. See attached owner'E-mail attached - GFP*
4. Verify that the following Private Car forms are kept on the car, and are up-to-date: Form PC-3 Route/Mileage Log, Form PC-4 Shop Report, Form PC-6 Wheelset Serial Number Records, and Form PC-7 Axle and Wheel Periodic Ultrasonic Test Results.	OK - GFP
5. Verify that the last Form PC-2A periodic heavy inspection time or mileage limits will not expire during the next 12 months; if so the PC-2A inspection must be repeated prior to conducting the PC-1 Annual Inspection. *Approximately 12000 miles since PC-2A*	*OK - GFP FP*
6. Check that Amtrak 800000 ID number is on both left and right sides of car at B or blind end. Verify that both sides of car are equipped with AEI transponder tags.	*OK - GFP GFP*
7. Verify that car is fully equipped with Amtrak HEP electrical trainlines, 27 point Door Control/Communication pass-through trainline (must have by January 1, 2014), and a main air reservoir trainline. HEP trainlines are on both A and B ends, and right and left sides. HEP trainline connections conform to Amtrak pigtail and receptacle arrangement.	*OK - GFPGFP*

Amtrak Car Number 80025700257	Car Name/Number SSalisbury Beach	Inspection Date 55-19-199 to 55-31-199	Location 0Philadelphia Coach Yard

8. Verify that carbody is in sound condition* without excessive corrosion, and all car sheathing, roof sheets, skirting and other components are securely attached. Verify that car exterior is neatly finished and lettered.	*OK - GFPGFP*
9. Verify that exterior dimensions have not changed since last Amtrak PC-5 Clearance Inspection, re-measure any recent changes to verify. Perform new PC-5 Clearance Inspection if dimensions have changed.	*See owner's E-mail attached - OK - GFPGFP*
10. Check bearings for overheating, water submersion, leaking seals, improperly installed. Check that a car with inside journal bearings is equipped with an on-board hot journal detector system with a visual and audio alarm display inside the car.	*OOK - GFPP*
11. If not NFL bearings, check that roller bearing lubrication dates* are not past due. Oil - 30 days (prohibited after January 1, 2020), Grease - 90 days, AP bearing - 1 year.	*OKOK - NFL - GFPGFP*
12. Check for defective roller bearing boxes* - cracked, excessive wear or broken, no excessive wheel lateral motion causing wheel contact with truck frame or parts.	*OK - GFPFP*
13. Check roller bearing cap screws and lock plates/safety wire. Verify that AP bearing cap center hole plastic shipping plug is present, and that all AP style bearing locking plates are stamped with proper date and mounting shop identification.	*OK - GFPFP*
14. Check pedestal jaws and liners for visible defects - *broken, loose, bent or broken weld, defective elastomer linings, cracks at bottom attaching tab of non-metallic liners.	*OK - GFPFP*
15. Check all pedestal tie bars or journal box stops for *securement, correct fasteners, and not loose or missing. Must be present on all pedestals.	*OK - GFP GFP*
16. Visual inspect all truck equalizers, shock absorbers, swing hangers, springs, truck frames, bolsters, stops, center plate, spring planks, pins, bushings, center plate liner and fasteners for *unusual wear, rubbing or defective conditions. No visible defects such as *cracked, broken or collapsed springs, shiny/rubbing area, loose bolster anchor rods, defective rubber anchor rod bushings, truck contacting carbody, components rubbing on wheel, etc.	*OK - GFPGFP*
17. "Clean and inspect all axles, wheels and brake discs for defects*. Verify all axles do not have any cracks, welds, breaks nor bends. Verify no loose brake disc, disc surface wear exceeding 1/4", loose bolts, missing lock plates or safety wires. Disc surface scratches are permissible. Nicks on outside edges of brake discs shall not exceed 3/4" wide radially or more than 1/4" deep into braking surface. Disc thermal cracks shall not exceed 3", be located within 1/2" of the outer or inner edge of the ring, or reach the edge of the ring."	*SOK - GFPOK - GFP*
18. Check brake shoes and brake pads for adequate service, alignment and proper application. Minimum thickness: 1/4" for disc brake pads, 3/4" for tread brake shoes.	*OK - GFPGFP*
19. Check brake system* slack adjuster, brake rigging, bushings, brake cylinders and brake heads. Verify no loose bolts, pins or worn bushings, misadjusted/inoperative slack adjustors, binding. Verify that levers, rods, brake beams and hangers are properly secured, and not worn more than 30%. Inspect safety chains or safety lug on brake frame side bearing arms of "C" Frame (CFM) disc brakes.	*OOKK - tread brakes w/ compostion brake sshoess- GFPGFP*
20. Verify no Spicer drive units* (prohibited after January 1, 2015) for proper amount of lubrication (dip stick level). Inspect drive shaft clutch and Spicer drive. Check play in universal joints and grease.	*NOK - GFP/E*
21. Inspect all wheels for defects. Gauge all wheels to or applicable AAR Manual of Standards and Recommended Practices (Section G, Part II). Record rim thickness, flange height and flange thickness. Document if any wheel is of cast steel construction.	*SSee p.4. -OK - GFP GFP*
22. Verify all underfloor equipment is securely mounted to carbody*, no loose or broken bolts or rivets, no loose pipes, frayed wires, all trainline piping is properly secured, safety guards or shields in place, no uncovered holes through floor from removed equipment, elastic lock nuts have 2-5 threads showing, etc.	*OOK - GFP*
23. Verify that any engine system* has no fuel, oil or coolant leaks, and no fluid accumulation in engine compartment. Check that all fuel, oil, coolant, or other fluid system piping is shielded from debris damage. Verify that engine set has shielded exhaust system directed away from air intakes, fuel lines or wayside detectors. Verify that any on-board generator uses a load transfer switch.	*Not equipped with on-board generators- GFP*
24. Verify that any undercar fuel tank and fuel lines are not damaged, protected against foreign object damage, electrically grounded to carbody, and line connection at tank has a valve.	*Not equipped GFP*
25. Verify that all toilet systems are equipped with retention (holding) tank or biological treatment system. Retention tank drain piping is equipped with a valve and an Andrews 4"	*SSee MAP-9 - OK - GFPGFP*

Amtrak Car Number 800257	Car Name/Number Salisbury Beach	Inspection Date 5-19-2019 5-29-2019	Location Philadelphia 0th St. Coach Yard

male cam lock fitting with cap, with no provision for remote drain valve operation from inside the car.	
26. Verify that any propane compressed gas system* is maintained in accordance with AAR Recommended Practice RP-037, 1955 revision, metallic piping is used, and gas cylinders are not stored in the car interior or vestibule.	*NNot equipped GFP*
27. Visual inspection of all couplers, draft gear and components*. Verify coupler at both ends is Tightlock type CS, F, or H, with draft gear free slack not to exceed 1/2". Gauge test both couplers. Verify no worn knuckles, worn knuckle pin, loose carrier iron bolts, broken springs, etc. Check operating rod clearance. Measure coupler height (maximum 35", preferred 34-1/2", minimum 34"). *Inspected couplers at both end to the extent that it was possible.*	**A End:** *Car coupled at both ends. Could not measure.* **B End:** *Car coupled at both ends. Could not measure.*
28. Inspect and check operation of diaphragm, buffer, suspension rods, and springs at A and B ends*. Buffer height or adapter is 52"-54" from top of rail for single level cars, and 104"-105" for bi-level Superliner type cars.	**A End:** *52-1/4"* **B End:** *52""*
29. Check sill steps, hand holds and other safety appliances* for compliance with FRA safety appliance standards. Verify that all hand holds have a minimum clearance of 2", sill steps have required lateral braces for two or more steps, etc.	*See MAP-9 - OK - GFP GFP*
30. Verify operation of FRA approved marker light at both the A and B ends, and that it has a self-contained battery backup source.	*OOK - GFP*
31. Verify that no tools, parts or materials are stored in the car electrical locker, and that flammable liquids are not stored in the interior of a car occupied by passengers.	*OK - GFP*
32. Inspect* all 480 volt HEP trainlines, Door Control/Communications trainline and any Locomotive MU Control trainline, cables and jumpers for any defects, deterioration in the insulation, debris damage, cracking or fraying of insulation. Inspect conduit over trucks for securement. Inspect for missing High Voltage warning signs.	*OOK - GFP*
33. Check the call bell (door bell) system at the A and B ends for proper operation.	*OK - GFP*
34. Check if Amtrak air brake COT&S date is past due: UC - use is prohibited; D22 - 3 years; 26C and KE - 4 years; ABD, ABDW, ABDXL and DB-60 - 6 years. *4-5-18 - SUE - LA*	*OOK - D-22AR - GFPFP*
35. Verify that at least one Conductor valve is located in car interior near end doorway. Verify that car equipped with disc brakes has a labeled "disc brake applied" indicator on each side of car.	*OK - Conductor's valve at each end o car- GFP*
36. Verify that car is equipped with suitable test connections to permit passenger car single car air test to be conducted. Verify that air brake system connection to brake pipe uses AAR dirt collector/cutout cock, properly orientated on top of pipe. Check that truck cutout cocks are accessible by train crew from side of car and are identified.	*OK - GFP*
37. Check that all brake pipe, main reservoir hoses and intermediate air brake hoses (such as carbody to truck) are not damaged. Check that any hose using AAR M-601 fabric reinforced hose is less than 8 years old. Check that any AAR M-618 or M-927 style wire reinforced hose, or hose under 5/8" inside diameter, is less than 12 years old (10 years preferred).	**A-End Brake Pipe:** *22Q-12* **A-End Main Reservoir:** *2Q-122* **B-End Brake Pipe:** *1Q-1818* **B-End Main Reservoir:** *2Q-1212*
38. Verify that any auxiliary air devices* (water raising system, etc.) are supplied by supply reservoir of air brake system using a cutout cock, governor and regulator valve, and has regular maintenance performed. *Checked function of water raising cut-out cock as part of SCT.*	*OK - GFP*
39. Inspect and test hand brake for proper application and release, regardless of brake wear, with no binding of chain/linkage. Inspect each brake shoe/disc brake pad location for proper application and release. Stencil date and location where tested.	*OK - GFP - See MAP-9*

Amtrak Car Number 800257	Car Name/Number Salisbury Beach	Inspection Date 5-19-19 5-29-19	Location Philadelphia 0th St. Coach Yard

40. Perform a Single Car Air Test of brake system, using appropriate procedures and Single Car Testing Device for the design of the car brake system*. Verify that Testing Device is within calibration date. Test an ABDW air brake system with freight Single Car Testing Device, using AAR S-486 test codes including test code Section 4.3, Auxiliary Devices, for tests of other auxiliary devices such as relay valve and modulating valve. Record on form PC-1B.

Brake cylinder full service application pressure: *15 15psi*

Brake cylinder emergency application pressure: *3535 psi*

Equipped with Knorr Du-111G relay valve w/out pressure changing cut-out cock or inshot valve.

OOK- See Attached PC-1B G-GFPFP

Wheel Number		Rim Thickness	Flange Height	Flange Thickness	Wrought Steel (Y/N)
1	11488	*3636*	1-1/16"	1-7/64"	*YY*
2	1148?	*3366*	1-1/16"	1-7/32"	*YY*
3	10778	*4422*	1-1/16"	1-5/32	*YY*
4	10845	*4422*	1-1/16"	1-7/32"	*YY*
5	-----	*3388*	1-1/16	1-5/32"	*YY*
6	-----	*38*	1-1/16"	1-7/64"	*Y*
7	12337	*2222*	1-1/8"	1-7/64"	*YY*
8	12736	*2243*	1-1/8"	1-7/64"	*YY*
9					
10					
11					
12					

Note: Finger gauge may not be used to condemn wheels for flange height or thickness.
If finger gauge indicates condemning limit has been reached, confirm condition with Combined Wheel Gauge W620-4.

Glazing Location	Certified Glazing (YES/NO)	Glazing Type, if YES
Side Facing	*No*	
End Facing	*No*	

Emergency Window Type: Pull Handle \ ***Breakable Safety Glass with Hammer. Carbide tipped hammers adjacent to windows, with location labels and instructions. Roomette 9 & 10; Sections 3 & 4***

Is Emergency Window identified inside of the Car: *Yes* No

Additional inspection documentation attached: ***Yes*** No

I certify that each item on this form was inspected, all items are found to be in compliance, and agree that Amtrak may rely upon the accuracy of this form.

Inspector Signature		Inspection Date
G.T 9 1992	*George Payne*	*55-19-19, 5/29-19 & 5-31-199. MAP-9 completed 6-2-19*

A2 *C*

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Private Car DATA

PC-1A
Page 1 of 1
Includes PC -1

(Please Print)

Amtrak Car Number	Car Name/Number	Inspection Date	Location
800257	Salisbury Beach`	5/19/2019	30th St. Coach Yard

Car Type	Year Built	Amtrak Authorized Inspector	Phone Number
Sleeper	Dec 1954	G.F.Payne AMT 90001992	443-994-7212

Owner's Name			Phone Number
Rail Holdings Inc			717-887-6087
Address	**City**	**State**	**Zip Code**
13 Penny Lane	New Freedom	PA	17349

Last PC – 1 Date **3-15-18**	PC – 1 Location **Los Angeles, CA**
PC – 2 Date **1-20-2007**	**PC – 2 Location Anaheim, CA**
Last PC – 2A Date **4-13-2018**	**PC – 2A Location Los Angeles, CA**
Maximum Speed **110 mph**	Amtrak Clearance Restriction (Check or Circle One) **A** B C D PB (Prohibited) ND (No Data)
Air Brake Type D-22-AR	Relay Valve Type Knorr Du-111-g
COT & S Date 4-5-18	COT & S Location Los Angeles, CA
COT & S Performed By **Owner - SUEX**	

Check or Answer Every Item:						
480 Equipped – A-End – Left Side	**Yes**	No		480 Equipped – B-End – Left Side	**Yes**	No
480 Equipped – A-End – Right Side	**Yes**	No		480 Equipped – B-End – Right Side	**Yes**	No
Communications Jumper – A-End	**Yes**	No		Communications Jumper – B-End	**Yes**	No
Diaphragm – A-End – Amfleet	Yes	**No**		Diaphragm – B-End – Amfleet	Yes	**No**
Diaphragm – A-End – Superliner	Yes	**No**		Diaphragm – B-End – Superliner	Yes	**No**
Diaphragm – A-End – Tube Style	**Yes**	**No**		Diaphragm – B-End – Tube Style	**Yes**	No
Vestibule – A-End	**Yes**	**No**		Vestibule – B-End	**Yes**	No
Blind End – A-End	**Yes**	No		Blind End – B-End	Yes	**No**
Open Platform – A-End	Yes	**No**		Open Platform – B-End	Yes	**No**
Round Observation – A-End	Yes	**No**		Round Observation – B-End	Yes	**No**
FRA Markers – A-End	**Yes**	No		FRA Markers – B-End	**Yes**	No
Self Contained Electrical Supply	Yes	**No**		Propane	Yes	**No**
Main Reservoir Train Line Pipe	Yes	No		NFL Bearings	**Yes**	No
Disc Brakes	Yes	**No**		Grease Lube Bearings	Yes	**No**
Tread Brakes	**Yes**	No		Oil Lube Bearings	Yes	**No**
MU Loco Control Trainline	**Yes**	No		All Wheels Wrought Steel	**Yes**	No
Inside Journal Bearings	Yes	No		AP Bearing Locking Plate Data Present	**Yes**	No
Number of Operative Brakes	100%			Blue text is answer to question		

Complete this form at each annual inspection and send with PC – 1 form. All items must be answered.

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PC-1B

Private Car Air Test Record

(Please Print)

Equipment Number	Equipment Name	Location	Date
800257	**Salisbury Beach**	**Philadelphia Coach yard**	**5-31-2019**

☒ Annual Test ☐ COT&S ☐ Repair Equipment Type D-22AR

Inspection	Initial	Equipment Detail	Schedule /Type/Part No.
End Hoses (Less than 8-Years Old)	GFP	Service Portion	**D-22AR**
Intermediate & Cyl. Hoses (Less than 12-Years Old)	GFP	Emergency Portion	**D22**
Check Condition of Levers, Beams & Rods	GFP	Relay Portion	**Knorr Du-111-G**
Check Pads/Shoes for Excessive Wear	GFP	Inshot Portion	**No**
Test, Lubricate and Stencil Handbrake	GFP	Aux. Venting / Q.S.	**B-1**
Check Slack Adjusters For Proper Operation	GFP	Wheel Slide System	**Not Equipped**

Test	Section Applicability By Test Code			Test Result	
Equipment Type (Indicate Test Code Used) TEST ELEMENT	26-C APTA SS-M-005-98 Rev. 2	D-22 Pamphlet 5039-4 Sup.1	Freight Type AAR S-486-10	Recorded Data (See Instructions)	Pass/ Fail
Brake Pipe Leakage Test	N/A	N/A	3.3		**N/A**
System Leakage Test	7.1	3.3	3.5		**Pass**
Main Reservoir Leakage Test	7.2	N/A	N/A		**N/A**
Main Reservoir Pass-Through Test	14.3	Use 26-C	Use 26-C		**N/A**
Service Stability Test – **Record B.C.**	8.2	3.4	3.7	**15 psi**	**Pass**
Graduated Release Test (Record # of Grad.)	13.1.1	3.5	N/A	**3 graduations**	**Pass**
Direct Release Test	8.3.1	3.7	N/A		**Pass**
Application Test	8.4	3.6	3.12		**Pass**
Release Sensitivity Test	8.5	3.7	3.13	**45 sec**	**Pass**
Emergency Test (Aux. Venting Portions)	9.1	N/A	3.4		**N/E**
Emergency Test (Cont. Valve.) - **Record B.C.**	9.2	3.8	3.9	**35 psi**	**Pass**
Brake Cylinder Cutout Cocks (Test Each)	9.3	3.7.5.2	Use 26-C		**Pass**
Release Test After Emergency	9.4	3.9	3.10		**Pass**
Control Valve Leakage Test	10.1	3.11.1	3.12.3	**0 psi**	**Pass**
Brake Cylinder Leakage Test	10.2	3.11.2	Use 26-C		**SeeNote**
Emergency Brake/Conductor Valve Test **(2)**	11.1	3.10	Use 26-C		**Pass**
Variable Load-Light Car (Record Pressures)	12.1	N/A	N/A		**N/E**
Variable Load-Heavy Car (Record Pressures)	12.2	N/A	N/A		**N/E**
Wheel Slide Protection Equipment	14.2	Use 26-C	Use 26-C		**N/E**
Retaining Valve Test	Use Frt.	3.1.1	3.11		**N/E**

Instructions: Enter pressures or time as appropriate in data column. If test is not applicable enter "N/A". Explain any results that deviate from expected due to car design or construction on MAP 9. Check here if explanation is entered: **[ ] See MAP 9.** If test is necessary because of repair or valve replacement, indicate component replaced and tests done with an asterisk (*).

SCTD ID No.	SCTD Calibration Date	SCTD Calibration Due Date
AMT Car Shop - Philadelphia Pass / Frt (Circle One)	**5-9-2019**	**8-9-2019**

Tested By	QMP ID#	Certifying Authority
George Payne	**90001992**	**AMT**

Note: Knorr Du-111G valve cannot be tested by conventional means. Repairs for leaks were performed. Service , emergency portions and gaskets were replace by car owner. Brakes were tight, and remained applied overnight. All brake cylinder pressures were reproducible, through multiple test cycles. Multiple authorities were consulted. GFP 6-2-2019. Car owner intends to replace Knorr relay valve with either an F1864 or J16 relay valve prior to next PC-1 Inspection.

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MAP PC – 3
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PRIVATE CAR ROUTE MILEAGE LOG
(Data to be collected by Car Owner)

Amtrak Car Number	Car Name/Number
800257	Salisbury Beach
	Owner's Name: Bob Lowe

Departure Date	Train Number	Route (Include Intermediate Points If Necessary for Route Identification)	Carrier	Mileage
4-22-18	2	LAX - NOL	Amtrak	1995
4-26-18	20	NOL - WAS		922
5-5-18	162	WAS - BOS		457
5-6-18	173	BOS - WAS		457
5-10-18	92	WAS - NYP		225
5-11-18	43	NYP - PGH		444
5-13-18	42	PGH - PHL		353
7-11-18	42	PHL - NYP		91
7-12-18	79	NYP - WAS		225
7-13-18	172	WAS - BOS		457
7-15-18	149	BOS - WAS		457
7-23-18	172	WAS - BOS		457
7-26-18	67	BOS - NPN		634
7-27-18	66	NPN - BOS		634
7-28-18	65	[illegible] BOS - NPN		634
7-29-18	66	NPN - WAS		177
7-30-18	92	WAS - NYP		225
7-31-18	43	NYP - PHL		91
8-31-18	42	PHL - NYP		91
9-1-18	43	NYP - PGH		444
9-2-18	42	PGH - NYP		444
9-3-18	43	NYP - PHL		91
12-4-18	42	PHL - NYP		91
12-5-18	97	NYP - WAS		225
12-8-18	65	WAS - NPN		171

Submit this form to Amtrak as part of the PC – 1 Annual Inspection.

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PRIVATE CAR ROUTE MILEAGE LOG

(Data to be collected by Car Owner)

MAP PC – 3
Page 2 of 2

Amtrak Car Number	Car Name/Number	Salisbury Beach
800257	Owner's Name	Bob Lowe

Departure Date	Train Number	Route (Include Intermediate Points If Necessary for Route Identification)	Carrier	Mileage
12-8-18	66	NPN - WAS	Amtrak	171
12-9-18	20	WAS - NYP	↓	225
12-10-18	43	NYP - PHL	↓	91
12-28-18	42	PHL - NYP	↓	91
12-29-18	43	NYP - PGH	↓	444
12-30-18	42	PGH - NYP	↓	444
12-31-18	43	NYP - PHL	↓	91

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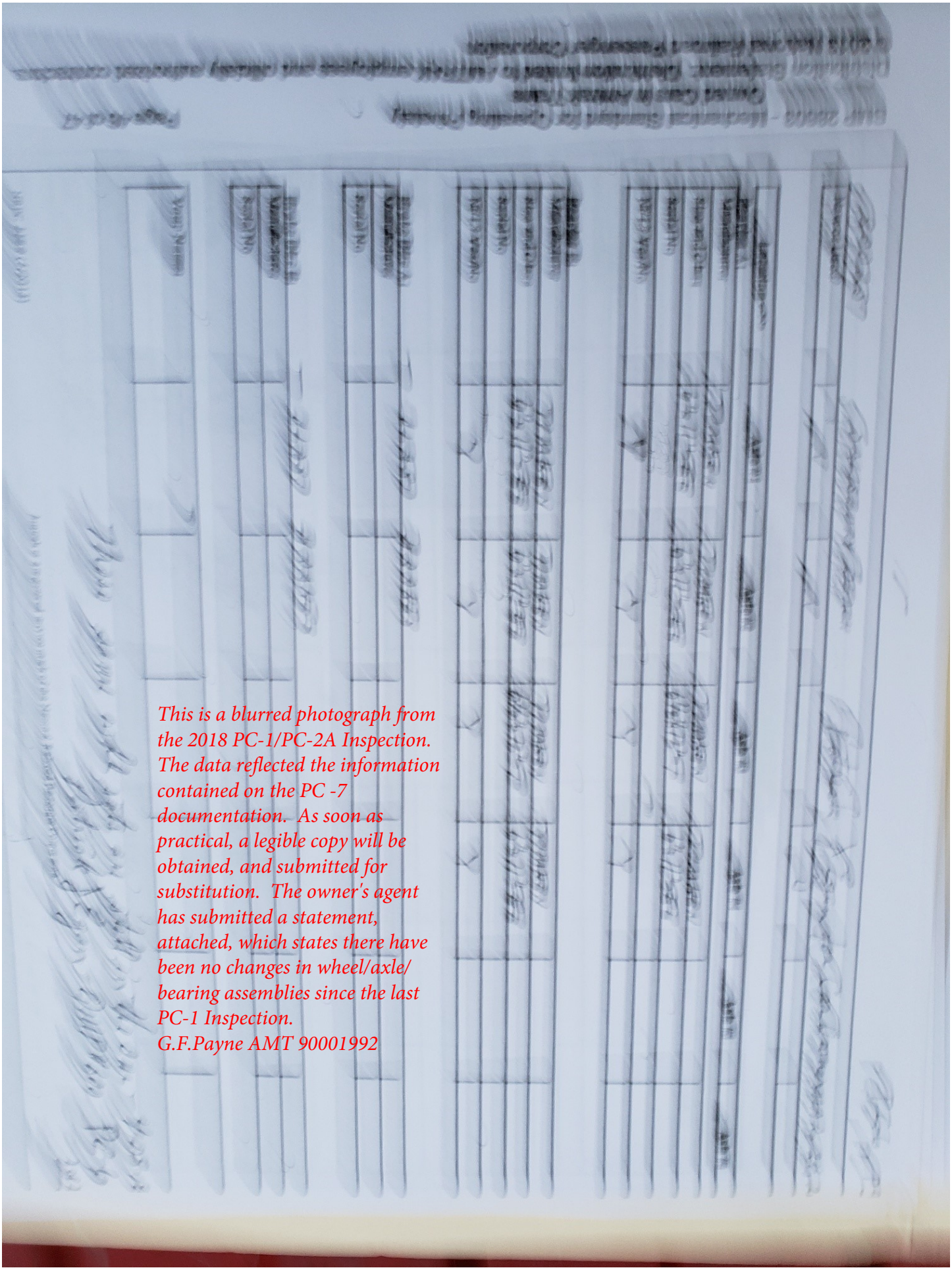
MAP PC – 4
Page 1 of 1

PRIVATE CAR SHOP REPORT
(Data to be collected by Car Owner)

(Please Print)

Amtrak Car Number	Car Name/Number
800257	SALISBURY BEACH
	Owner's Name: NEW OWNER – MR BOB LOWE – RAIL HOLDIN

Shop Location	Shop Owner	Date In	Date Out	Work Performed (Use as many lines/sheets as necessary)	Shop Superintendent (signature)
	NO REPAIRS MADE DURING				
	THE YEAR THAT THE CAR WAS				
	OUT OF SERVICE.				



This is a blurred photograph from the 2018 PC-1/PC-2A Inspection. The data reflected the information contained on the PC -7 documentation. As soon as practical, a legible copy will be obtained, and submitted for substitution. The owner's agent has submitted a statement, attached, which states there have been no changes in wheel/axle/ bearing assemblies since the last PC-1 Inspection.
G.F.Payne AMT 90001992

800257 - Salisbury Beach

From: Matthew Reinert <matt.reinert@yahoo.com>
To: George Payne <gfpat420@aol.com>
Subject: Salisbury Beach confirmation
Date: Sat, Jun 1, 2019 8:51 am

George,

Thank you for taking the time to do our inspection on the Salisbury Beach. As you requested I will confirm that no clearances have changed and the PC-5 remains as submitted and is unchanged. Also no wheel sets have been changed, and that the PC-6 and PC-7 are also good, as submitted and are unchanged. I look forward to doing business with you in the future.

Best Regards,

Matt Reinert
Manager of Passenger Operations
Vintage Railcar Charters

AMTRAK

Private Car Axle and Wheel Periodic Ultrasonic Test Results

(Per Paragraphs 12.19 and 12.20 of SMP 28603)

PC - 7

(Please Print)

Private Car Number	Car Name	Inspector Signature	Date
800257	SALISBURY BEACH	Patrick J Egan for Car Owner	4-05-18

Axle Inspections

Axle Position	Axle Serial Number (not "PAC" if unknown)	Wheelset Serial Number (not "PAC" if unknown)	Is Wheelset from AAR Shop? Yes	Is Wheelset from AAR Shop? No	Date Wheelset Installed on Car	Location Where Testing Performed	Date of Ultrasonic Testing	Company Performing UT Inspection	Comments and Nonconformance Disposition
1			☐	☐	9-15-13	LA.	7-17-14	INTERRA	DATE AND LOCATION
2			☐	☐	5-3-11	LA	7-17-14	INTERRA	U.T. TESTED. — THE
3			☐	☐	1-2-07	LA	7-17-14	INTERRA	SAME WHL SETS ARE
4			☐	☐	7-16-13	LA	7-17-14	INTERA	STILL IN THE CAR
5			☐	☐					THIS 4-05-18
6			☐	☐					PJEgan QMP-600

Wheel Inspections

Wheel Position	Wheel Serial Number (not "PAC" if unknown)	Wheelset Serial Number (not "PAC" if unknown)	Is Wheelset from AAR Shop? Yes	Is Wheelset from AAR Shop? No	Date Wheelset Installed on Car	Location Where Testing Performed	Date of Ultrasonic Testing	Company Performing UT Inspection	Comments and Nonconformance Disposition 4-05-18
L1	08-11-SW-	11485	☐	☐	9-15-13	LA	7-17-14	INTERRA	THE SAME WHL SETS
R1	08-11-SW	11488	☐	☐	9-15-13	LA	7-17-14	INTERRA	ARE STILL IN THE CAR
L2	08-10-SW	10845	☐	☐	5-3-11	LA	7-17-14	INTERRA	PJEgan QMP-600
R2	08-10-SW	10778	☐	☐	5-3-11	LA	7-17-14	INTERRA	
L3	—	—	☐	☐	1-2-07	LA	7-17-14	INTERRA	
R3	—	—	☐	☐	1-2-07	LA	7-17-14	INTERRA	
L4	12-96-A	13736	☐	☐	7-16-13	LA	7-17-14	INTERRA	
R4	12-96-A	12337	☐	☐	7-16-13	LA	7-17-14	INTERRA	
L5			☐	☐					
R5			☐	☐					
L6			☐	☐					
R6			☐	☐					

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MRPC 3390 (5/2013)

EXPERT QUALITY SOLUTIONS

ULTRASONIC TESTING REPORT

Client: LA Rail
27525 Puerta Real Ste 100-315
Los Angeles, CA\

Date: 07.17.2014

Acceptance Std: AMTRAK Spec. 1008, AAR-RP-631

Client Project: Boston & Main, Salisbury Beach Car #RPCX800257
Client Project No.:
Client P.O. No.:

Technician: D. Uribe
ASNT Level: III #84014
Surface: As Machined
Coupulant: ☒ Glycerin ☐ Cellulose Gum ☐ Other

Equipment: Epoch LT SN. 10014
Calibration: 10.28.2014

Identification	Item Identification	Accept	Reject	*Transducer Angle	Node	Decibel Reading: Defect Level	Decibel Reading: Reference Level	Decibel Reading: Attenuation Factor	Decibel Reading: Defect Rating	Defect Location: Length Inches	Defect Location: Angle Distance Sound Path Inches	Defect Location: Depth from "A" Surface Inches	Defect Classification	
	Axle #RPCX800257-A1	X		45/70	1-2		50-65							
	Wheel #1& #2	X		0	1		30-80							
	Axle #RPCX800257-A2	X		45/70	1-2		50-65							
	Wheel #3& #4	X		0	1		30-80							
	Axle #RPCX800257-A3	X		45/70	1-2		50-65							
	Wheel #5& #6	X		0	1		30-80							
	Axle #RPCX800257-A4	X		45/70	1-2		50-65							
	Wheel #7& #8	X		0	1		30-80							

Same wheels are still in the car 4-13-18
PJ Egan

REMARKS:* All axles tested 100% with 45° transducer/ Wedge combination. 70° used only as additional supplement to aid testing when needed. Calibration standards included IIW Block SN. 1917 11. DSC Block SN. A23162. FBH Block SN. 2515. FBH Wheel Block SN. W2014 and Axle Mockup SN. AZ Rail 042014. 5 MHZ Transducer SN. 931899. 2.25 MHZ Transducer SN. 513726 & SN. 943820

800257 - Salisbury Beach

From: Matthew Reinert <matt.reinert@yahoo.com>
To: George Payne <gfpat420@aol.com>
Subject: Salisbury Beach repairs
Date: Sat, Jun 1, 2019 10:42 am
Attachments: image1.jpeg (73K), image2.jpeg (61K), image3.jpeg (102K), image4.jpeg (51K), image5.jpeg (40K)

George,

Attached are the photos you requested of the repairs we made during your inspection.

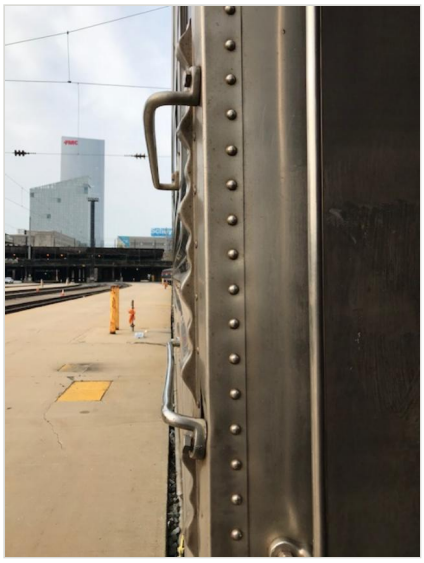
Once again thank you for your help and let me know if there's anything else you need.

Best Regards,

Matthew Reinert
Manager of Passenger Operations
Vintage Railcar Charters

5Attached Images

800257 - Salisbury Beach



800257 - Salisbury Beach

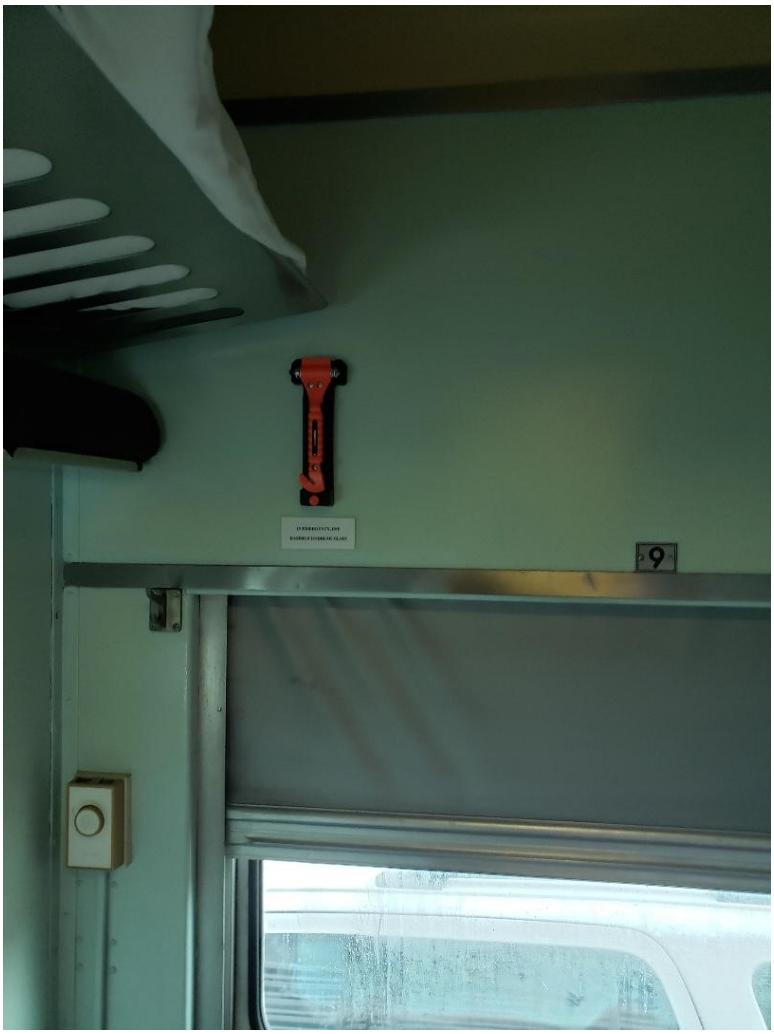
Substitute MAP-9

Amtrak: 800257 **Car Name:** Salisbury Beach **Date:** 5-19-2018 30th St. Coach Yard, PHL

	Defect	Repair	Repaired & inspected & Date
1	Peeling "High Voltage" label at transformer bank, right side of car.	*Replaced label by owner*	*OK - 5/31/19 – GFP*
2	Broken Microphor waste line (Left side, inboard of 3 wheel). Indications of leakage. Unable to access interior of car to identify which room(s) the line originated.	*Capping line leading from toilets – toilet inoperative and line cannot drain on tracks*	*OK - 5/31/19 – GFP*
3	Hand brake stencil indicates out-of-date and requires retest. Restencil date and location of test.	Handbrake inspected, lubed, tested and inspected by owner. See attached e-mail and photograph.	*OK – 6/2/19 - GFP*
4	Unable to read manufacturer's labels on windows from interior to check if FRA compliant or not, as unable to access interior of car. Could not determine Escape mechanism.	*Mixed safety plate and FRA-II. Carbide tipped hammers in two locations on each side of car, with instructions. Notice posted over sleeping compartment doors that escape windows are inside. See attached e-mail and photos .*	*OK – 6/2/2019 – GFP*
5	Left side trap drops very quickly	*Recommend repair/replacement of torsion springs prior to next PC-1 inspection.*	
6	Car equipped with Knorr DU-111G relay valve, which was once a standard Canadian application, but which is no longer supported by Knorr.	*Owners indicate they will change the relay valve to either a F-1864 W inshot or J16 W inshot by next PC-1 inspection. Car tests OK with multiple reproducable results*	*OK – 05/31/19 - GFP*
7	Unable to access inside of car to verify PC-package on board.	*Verified PC-package from 2018 was on board. Photographed same, see attached.*	*OK – 5/31/19 – GFP*
8	Could not access interior of car to check electric locker for covers over high voltage devices, etc.	*Verified breaker boxes and boards had covers installed.*	*OK - 5/31/19 – GFP*
9	B-end, rights side vertical handhold bent w/ less than required clearance	Straightened	*OK – 5/31/19 - GFP*
10	Lower horizontal hand hold,right side, right side bend w/ less than required clearance	Grab iron removed, heated, straightened and reinstalled. See attached e-mail and photo.	*OK - 5/31/19 – GFP*
11	Will need an E-mail from the owner or manager stating that since the last PC-1 inspection, the PC-6 and PC-7 have not been changed (no wheels/axles have been changed) and that PC-5 clearances haven't been changed since last PC-1 inspection. Include Amtrak 800000 number and car name.		Received E-mail (see attached) – OK – GFP - 5-31/19

Note: Both trucks Pattern 31311. a-end cast in 5-54 # 28; B-end cast 4-54 #12

Note: Stenciled wheels & axles tested 7-17-14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