



Grants Awarded



Tom E. Dailey Foundation Awards Rail Preservation Grants

Ten grants totaling \$26,000 were awarded at the May 26, 2018 quarterly board meeting. Since 2013, the Foundation has awarded 249 grants totaling \$749,206. The following five grants were awarded in the rail preservation category:

Bradford Ohio Railroad Museum \$1,000

Funding was granted for BF Tower Exhibits and Collection Management. Funding will support properly cleaning, organizing and storing artifacts and archives in their collection which will not be used in permanent exhibits.

www.bradfordrrmuseum.org

Mid-Continent Railway Historical Society, Inc. \$3,000

Funding was granted to reproduce berth partitions for DSS&A Sleeper Car "Duluth". This project is the first step in the restoration of the interior of the car, whose relocation to the Museum property was partially funded by a previous grant from the Tom E. Dailey Foundation.

www.midcontinent.org

Maryland & Pennsylvania Railroad Preservation Society \$1,000

Funding was granted for restoration of Historic Archbar Trucks for Excursion Car. The Society is undertaking a major initiative to begin operation of locomotive-drawn trains of standard rail equipment. Funding will be used for a complete rehabilitation of the original 1910 archbar trucks for the open excursion car on the underframe of an early 50-ton boxcar dating to 1910.

<http://www.maandparailroad.com/>

Berkshire Scenic Railway Museum, Inc. \$1,000

Funding was granted for relocation of their train shed to a new museum railyard location, which was recently and granted anonymously by a local landowner.

<https://www.berkshiretrains.org/>

Kentucky Steam Heritage Corporation (KSHCO) \$1,000

Funding was granted to restore Chesapeake & Ohio Steam Locomotive #2716 to operation. Once restored to active service, Chesapeake and Ohio #2716 will be operated as a living piece of history.

www.kentuckysteam.org



The Emery Rail Heritage Trust, Friends of the 261 and the Fort Wayne Railroad Historical Society (FWRHS) have announced \$60,000 in grants to fund the development and implementation of Positive Train Control (PTC) on two historic steam locomotives: Milwaukee Road no. 261 and Nickel Plate Road no. 765. Each organization will receive \$30,000 to kick-start their individual fundraising efforts in order to cover the estimated \$120,000 for implementation. Individual donations are needed and can be made at online 261.com/donate and fortwaynerailroad.org/donate. In 2017, the FWRHS convened a

gathering for steam locomotive operators, representatives from Class 1 and commuter railroads and the Trust to consider the mechanical implications of the safety system. From this meeting, the group determined that it was wholly feasible to adapt the technology to work on individual locomotives, agreed to share technical resources and systems and work with the Federal Railroad Administration on implementing the technology on historic equipment.

In addition to researching the applicable technology, FWRHS and its sister organizations have, with Federal Railroad Administration (FRA) guidance, submitted language to the FRA to balance the safety features of PTC with the historic nature and unique characteristics of steam locomotives.



It was refreshing to see the new magazine produced by RPCA with Joe Rosenthal and his team (I think Joe is the team). It is a first class magazine. I look forward to the next one.

The Passenger Car Magazine brought back to mind a very special day for me. It was a special out of town date with a wonderful woman that would soon be my wife. It was the moment I knew I had a keeper. I believe it was March or April of 1994. I needed to go to Branson to fire up a former Wabash GP-35 as a favor to friend of the family. The problem was, I didn't have much to work with for tools. Long story short, we needed to pre-lube the locomotive prior to lighting it off. Next door was a hardware store that we purchased a 55-gallon barrel pump from. I then proceeded to rig up some hose and fittings to a port on the locomotive. I stuck the end of the pump into the crankcase and then requested my new girlfriend to keep pumping the thick oil into the crankshaft until oil was pouring out the last main bearing. After 40 minutes her arm was falling off, but she was still smiling, and the locomotive was ready to fire up. It was at that moment in Branson that she became a Fuehring. Baptized into railroading with the help of zinc free diesel locomotive oil.

When I think of Branson I can't help but think of the word Character. I describe it as **who you are when no one is looking**. Those that have good character stand out like a shiny penny. No one stands out more than that of Branson Scenic Railroad. Celebrating 25 years of unwavering service to the community and a bright spot in excursion train business. Tom, Alan and Illa have become good friends over the years.

I was at Branson in 1996 when Illa accepted the role of General Manager. From what I recall it was to be no more than a few years at the General Managers position. Those few years have lasted for many more. Her influence to daily operations is seen all the way down to the smallest detail. Tom and Al are top notch operators when it comes to maintenance of equipment, safety and the many items it takes to have 25 years of success. Congratulations and well done my friends.

It's nice to take a break from all the negative news that we have experienced since late March and reflect on some positive items in our industry. Rest assured we are still working hard behind the scenes in regards to our issues with Amtrak however, the focus is starting to shift at just trying to save a nationwide network so our cars will be able to run behind long distance trains. It takes all of us to keep the pressure on in a respectful and dignified way. It takes character to pull off genuine respect and dignity. Regardless of what one may do to you (or us), only you can choose to take the higher road and

stay on the road of good character. Thank you to our friends at Branson for reminding all of us of that lesson.

Enjoy this issue of the IE. Keep fighting hard and most of all, keep safe.
W. Roger Fuehring

And the Hits Keep Coming from Amtrak

AMTRAK Presentation



In case you missed it:

A bipartisan delegation of lawmakers from New Mexico, Colorado and Kansas met with Amtrak CEO Richard Anderson about the Southwest Chief recently. Senator Martin Heinrich (NM) is quoted as saying the meeting did not go well.

"I think this was one of the most unproductive meetings with an agency level official that I've ever experienced," he said. "To learn that not only are they planning to pull back their commitment to the TIGER grant, but that they're going to abandon the route I think is just outrageous."

Amtrak officials said they're not willing to contribute any money without a "comprehensive plan from other stakeholders." That means the company doesn't plan on paying to repair track and signals they don't own.

The senator says that Amtrak lacks transparency in making a case to replace the Southwest Chief with a bus bridge over part of its route, while a BNSF Railway official says the railroad remains ready to honor its financial and maintenance commitment to the train's route, as soon as Amtrak honors its previously-promised \$3 million match to a federal grant.

Several private car owners were hit last month with unanticipated switching charges in Washington, DC. It was initially described as a charge of \$850 for a three person crew for a day, needed on the weekends due to lack of available crews to switch private cars. That was later changed to a fee of the same amount for every switch of a private car whether or not crews were available. [A letter describing the situation](#) was sent by car owner Kevin Moore.

On a more positive note, Senator Joe Manchin, WV has inserted language in the FY19 Transportation, Housing and Urban Development, and Related Agencies appropriations bill that requires Amtrak to justify its decisions to increase prices and stop accepting private trains in Huntington, which would potentially put the Collis P. Huntington Railroad Historical Society out of business and jeopardize the future of the annual New River Train. Senator Manchin's language will require Amtrak to increase transparency, improve public relations, and require to determine whether it could improve its policies without jeopardizing organizations like Collis P. Huntington.

RPCA NEWS

2019 RPCA conference. Chairman Ray Kammer is finalizing a list of seminars. If there's something you feel should be included in the list of seminars, please feel free to send a suggestion to him: rkammer@cincinnati-railway.com. Just [click here](#) to go to the website where you can easily keep up with the latest.

He also asks that you start looking within your organization, or any fellow organizations for potential applicants for the Fuehring Fund: .

SAFETY BRIEF



Hydration is Preventative Medicine

Summer is here and the temperatures are soaring! Drought and heat have been dominating the headlines in the West. Colorado has had its share of wildfires and many continue to burn. The heat and heat index can pose unseen risks on these summer days. Heat exhaustion can occur when we are outside and exposed to high temperatures. This syndrome often includes dehydration. Water depletion and salt depletion are two types of heat exhaustion. Dizziness, fatigue, lightheadedness, muscle cramps and pale skin can all be signs of heat exhaustion. Profuse sweating is also a key symptom.

If heat exhaustion is suspected, the first line of treatment should be to move to a cooler space. Shade, air conditioning, or a cool area with a fan can all help with this situation. At the same time,

hydration should begin. Water or drinks with electrolytes are probably good ideas. Avoid the colas or anything with caffeine in them. Also, as much as I enjoy a cold beer after working in the rail yard, alcohol should be avoided as well.

Heat exhaustion can start out as a fairly mild situation, but if it is not addressed properly, it can progress to heat stroke. Heat stroke or sunstroke can occur if exposed to long periods of sun and heat and dehydration is present. Heat stroke is defined as a core body temperature of 105 degrees F or greater. Symptoms include: hot dry skin, a lack of sweating, throbbing headache and a rapid heartbeat and represent a life threatening situation. Calling 9-1-1 is the prudent thing to do at this point. The treatment for this condition is to cool the body and bring the core temperature down. Fanning the air while cooling the skin with water or using a cool water bath will help. Watch out for the ice as there are special situations where ice packs should not be used.

So how does this apply to us? First, if we are working on a project either outside or inside a hot shop, we are prone to building up heat and dehydrating. Ice water in an Igloo cooler is a handy item to have. Stop work every so often and take a water break. Hydrate before the symptoms of the heat start to show. Sugary soft drinks with caffeine are probably not the best way to hydrate.

More importantly, when we are inside these 85 foot tubes of steel, the interior temperatures can peak as well. We not only need to think of ourselves, but if we are running passenger trains with little or no air conditioning iced bottled water available for purchase or the taking would be a nice gesture for the public. Watch the heat and push the fluids, 'cause we are all in this together. Cheers!

Gary Carter

Umler Corner

RPCX reporting mark subscription renewals are DUE! The subscription year runs July 1 to June 30. If you have not renewed for the 2019 year yet, please do. If you do not renew in July, in August we will send out one more email reminder. If you have not renewed by the end of August your car or loco could be deleted from Umler. If you don't intend to renew, please send us an email stating so. If you want to continue and didn't get a renewal notice, please contact us! If you have a situation, please contact us, let us see what can be worked out.

Don't forget that the RPCA Membership year also runs July to June. You need to renew your membership to keep your car or loco in Umler under the RPCNB reporting mark.

And don't forget to send us a copy of your insurance binder showing RPCNB as also insured or certificate holder.

Renewal status:

2018 year had 114 units registered at the end.

2019 registrations to date: **57**, or about **50%** of 2018. And a few of those are new or PPCX re-stencils not included in the 2018 numbers.

How many units has RPCNB registered since our start 2 decades ago? 562, a lot of one time moves. Please remember to send your car weights to us when you get them. That number must go into the updated Umler system. This requirement is independent of Amtrak! If you sent the numbers to Amtrak, you need to send it to us also! Amtrak can't put the weight into Umler for you.

There was a major update to Umler on June 21, with a new Data Specification Manual. 37 data fields were added to locomotives for inspection intervals. Many component ID fields were added to passenger cars that are displayed from the component registry, which is not required for passenger car specific components..... yet.

Brake ratios for freight cars loaded and empty are now part of the system. They are fixed percentages, very low, and definitely don't match passenger car characteristics. We have to wait to see what they put in for passenger cars.

Tech quiz: what is the 3 letter acronym identifying the passenger car brake system with the highest brake RATIO and what was that ratio? Email your answers to us, we'll have Borden announce in the newsletter who was the first to get it correct. PABCO people are excluded, they know the answer.

Pamm and Dan Monaghan
Co-Managers RPCNB

[PTC INFO](#)

RAILROAD NEWS

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

Museum and Excursion Trains



•Frank E. Sandberg Jr., an early activist in rail preservation and father of Friends of the 261's President and Chief Operating Officer Steve Sandberg, died June 13 of complications following a heart attack. He was 77. Sandberg and his late wife Judy were founding members of the Minnesota Transportation Museum, which preserved and operated Twin City Rapid Transit Co. streetcar No. 1300. He was also a founding member of the Tourist Railway Association, and went on to serve as museum president during the 1980s. Sandberg is probably best known for his work with the Friends of the 261, the non-profit organization which owns and operates Milwaukee Road 4-8-4 No. 261. The Friends was based out of the Sandberg's home, where a special telephone line was installed so passengers could call in to ask questions and order tickets. He was aboard virtually every 261 trip, frequently riding in the cab.



The Friends of the 261 will operate excursions pulled by Milwaukee Road 4-8-4 No. 261 on the Twin Cities & Western Railroad Sept. 8-9. The locomotive has traveled the route several times before, so the Friends have come up with a different strategy to attract new passengers – gourmet food and dining. The train has been named the "Gourmet Express." Any money earned from the trips will go to equip No. 261 with positive train control equipment.

Colorado's Pikes Peak Cog Railway is on track to reopen after the Manitou Springs City Council approved a pair of tax incentives this week to help the railroad's owner rebuild the 127-year-old attraction. If everything goes according to plan, the Pikes Peak Cog Railway will reopen in 2020. One of Santa Fe's last locomotives to haul the Super Chief is now running again at the Illinois Railway Museum. Museum officials report they've restored and successfully tested Santa Fe FP45 No. 92. They are now raising money to restore the locomotive's exterior with sheet metal work and original red-and-silver "Warbonnet" paint and trim.

Soo Line 4-6-2 No. 2719, owned by the Lake Superior Railroad Museum in Duluth, may return to Eau Claire, Wis., for static display. Two members of the Eau Claire City Council, Dave Strobel and Jeremy Gragert, are sponsoring a resolution to repurchase the engine and bring it back to Eau Claire. It would cost an estimated \$31,000 to move No. 2719 on a flat car, and another \$59,500 to build a shelter to protect it.

Norfolk Southern, Operation Lifesaver, and the Natural Tunnel State Park in southwest Virginia will partner again this summer to promote railroad history and safety with the park's annual railroad day event. From 10 a.m. to 3 p.m. on July 21 guests will be able to walk into the naturally made tunnel via NS track. It is the sixth consecutive year that NS and the park have worked together to offer a unique and safe view of the tunnel.

A Hamilton County judge has ordered the Indiana Transportation Museum to move out of Forest Park in Noblesville by July 12. The city refused to renew terms of a lease agreement to stay at its longtime 10-acre home. ITM's request to delay its eviction by 18 to 36 months so it could safely remove its trains and other equipment was also denied.

The museum has already found a new home in Logansport but wants to move seven locomotives, 18 box cars and 20 passenger cars worth about \$4 million.

Amtrak/Federal Agencies



The U.S. Senate Committee on Appropriations has approved a \$71.4 billion [funding bill for 12 months beginning October 1, 2018](#). The bill includes \$2.8 billion for the Department of Transportation to use as needed for rail infrastructure projects. This includes \$1.9 billion for Amtrak in the Northeast Corridor and National Network. Additionally, the bill provides \$262 million for railroad safety and operations, as well as research and development activities. The Senate bill includes a couple of unique provisions that rail advocates have worked hard to secure:

- Language secured by Senator Joe Manchin to ensure Amtrak is required to employ one ticketing agent in every state, which comes after Amtrak announced they were terminating more than a dozen small town ticket agents
- Senators Tom Udall (D-NM) and Jerry Moran (R-KS) successfully included language to stipulate that Amtrak consult with stakeholders before adding conditions to any grant funds, a provision aimed at Amtrak's recent decision to halt its participation in the effort to preserve the Southwest Chief.
- The West Virginia Senate delegation--both Senators Manchin and Shelley Moore Capito--secured language to encourage the Federal Transit Administration to work with states to help them maintain rail service providing commuter access to Washington, DC.

Both the Senate and the House bills are in opposition to the White House. The two bills must now be reconciled by House and Senate negotiators and a final version brought up for a vote in both houses or folded into larger omnibus spending legislation.

Although positive train control has been fully installed on the BNSF system, Railway officials say they have to file for a formal installation extension from the Federal Railroad Administration because other Class I railroads are lagging behind and other railroads occasionally have to operate on BNSF trackage.

During the next several months, Grand Central Terminal will celebrate the 40th anniversary of the U.S. Supreme Court's ruling that saved the Terminal and the 20th anniversary of a renovation that restored the iconic landmark and transformed it into a retail and dining destination. The Terminal is marking these moments with a series of events, beginning with a 40th anniversary photo installation and tastings from Grand Central shops and restaurants in June and capping off the celebration with an exhibit in September.

The White House has nominated Rick Allen Dearborn to a five-year term on Amtrak's board of directors, where he would succeed former BNSF Railway executive Jeffrey Moreland. Dearborn, was executive director of President Donald Trump's presidential transition team and served as deputy White House chief of staff for legislative, intergovernmental affairs and implementation, from which he resigned early this year.

The U.S. Department of Transportation (USDOT) would undergo significant changes as part of the Trump administration's plan to reorganize government agencies. According to the Office of Management and Budget's (OMB) proposed reorganization, the Army Corps of Engineers' commercial navigation functions, the Federal Emergency Management Agency (FEMA) and the Transportation Security Administration (TSA) would be moved into the USDOT.

The Southern Rail Commission (SRC) has announced that it was unable to apply for the Federal Railroad Administration's (FRA) fiscal-year 2017 Consolidated Rail Infrastructure Safety and Improvements (CRISI) funding due to a lack of financial commitments from Mississippi and Alabama. The money would have been used to help restore Amtrak service along the U.S. Gulf Coast, where passenger service has been suspended since Hurricane Katrina in 2005. If Alabama and Mississippi pledge funding in the future, SRC officials are ready to apply for the FY18 round of funding, commission officials said.

Railroad Passenger Car Alliance | P.O. Box 455 , Centreville, MD 21617

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