



## From the President: Mid Term Board Meeting



July has come and gone in the blink of an eye. It's hard to believe we've been fighting to save our private car industry, mainline excursions and national passenger rail network for four months. It's been a true heartache to see what has happened, and seeing the proposals for the future of Amtrak.

The love of our private cars, steam locomotives, and excursion trains has always come with the challenges of balancing the financial obligations for our equipment. If we didn't love the railroad, passenger trains, and the nostalgia, why would we do it? Despite the cost, sweat, blood and tears, we do it anyway, and several of you have figured out how to make our equipment financially sustaining despite the cost. One of the more inspiring off shoots for most of us is the comradery and deep friendships that have been developed over the years. There's no doubt about it, it's a true calling that is secondary only to breathing to some of us. Asking us to walk away isn't an option.

That love also comes with circumstances beyond man's control such as fires, mudslides and washouts such as the Durango & Silverton. We also have ongoing issues with PTC for our mainline steam locomotives and in some cases diesels. We have several issues to overcome that every good love story has.

It's no secret to most of you that I've been involved in ministry most of my life and see a lot of pain when working with all age groups during my time in various fields of ministry. I've seen some of that same pain, stress and anger with some of you over the last four months as the rug (rail) has been pulled out from under all of us. Many sleepless nights and unimaginable stress that has taken a toll. In the beginning we felt like we were hitting a brick wall. In one IE, Gary Carter shared suggestions on how to handle stress. Think about that and how much times have changed. We had to run an article on how to manage stress in a newsletter for private railroad equipment owners and operators.

One thing I've heard multiple times from my wife as I watched her raise our children and love on our grandchildren is a common phrase about bitterness. After hurt feelings occurred over childhood games or the latest teenage drama, she would calmly sit them down, look them in the eye and tell them that "*bitterness is like taking poison and expecting the other person to die. The only one it's hurting is you*". As Bob Newhart would say "Stop It".

Now that we are through those initial stages that a psychologist can lay out more eloquently than I can, we are still here and stronger than ever in our resolve. Many of you have changed your business models, some have dropped out and some have dug in deeper. Without a doubt, we have come together as a family, more united and stronger as we face the challenges ahead of us. All of us have been talking with legislators, state officials, Governors and the general public about our equipment and the national passenger rail network almost every day. We are educating the public, gaining valuable press and making a difference that prior to March of 2018, we took for granted. We have stepped up our game in ways we never considered doing before, and for the most part, we have done it in professional manner with good character.

Since March we have worked directly with our friends at AAPRCO in facing these obstacles. Their commitment and influence in Washington has been a driving force behind our joint effort. Our primary concern has been the private car movements, locations, fees and charter trains. Recently we had to pivot to saving the national network as piecemeal dismantling appears on the horizon in favor of regional routes. As more pressure is put to bear on the states as Amtrak relieves themselves of financial responsibility, we will see complete shutdown of some routes on both sides of the Mississippi if we don't stay ahead of the issue at hand.

We at Railroad Passenger Car Alliance are continuing that fight with a new committee that is working hard on establishing lines of communications with state / federal representatives & legislators. The primary task

is to write letters, emails and establish meetings to save our national rail network. This is our number one goal. Without a national network we have no long distance trains to move our customers on, not to mention the loss of the ability to travel from coast to coast on a passenger train.

In addition, we will start sending out a limited but informative Information Exchange to non-members as a way to get our message out. We are collecting names and email address of those people, organizations and representatives that we believe need to hear from us. Please search your contact list and forward anyone you think we need to send out information to as we move forward. Send those contacts to the editor of the IE.

We are also excited to see membership rising, an increase in cars registered with RPCNB and our facebook page taking off. To continue our growth, we are offering special rates with a new membership drive that you can read about below.

Our under 30 group is taking off which is extremely exciting. The participation and input from this group on our board through Johnathon Smith is inspiring to all of us. It is ***no token position*** within our organization and we are proud to have such hard working, committed millennials putting their imprint on the future of this organization. Millennials get a hard rap at times but just sit down with one of the fine men and women in this group at RPCA and your hope in the future will be renewed.

Also take a hard look at Rail Camp as another generation steps up. All I can say is Wow. If you haven't supported this organization I would ask, please consider it. The NRHS has done a wonderful job and we are proud at RPCA to support the hard work and volunteers at NRHS as they give opportunities for generations to come.

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

*W. Roger Fuehring*

## ONE TIME NEW MEMBER SPECIAL OFFER

RPCA is offering a one-time **special offer for new members**. The \$45 dues will cover your RPCA membership for almost 2 years, until June of 2020, and the benefits are unequaled for owners and rail enthusiasts:

- Dedication to serving private railroad equipment owners & operators.
- Three editions of 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 two annual conventions that feature 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](#) & [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 manual
- Mechanical/Technical Group (MTAG) for guidance with mechanical issues
- The Cap Unit Preservation Society (C.U.P.S.) a RPCA group dedicated to the preservation and operation of historic cab unit locomotives
- Rental of Single car test device, wheel gauge calibration

### **JOIN NOW - THIS OFFER IS ONLY GOOD UNTIL OCTOBER 1, 2018**

You can sign up and pay your dues on line at: [http://www.rpca.com/webpages/join\\_rpca.htm](http://www.rpca.com/webpages/join_rpca.htm)

Or send a check to: RPCA Membership, PO Box 404, Huntington WV, 25708-0404

The RPCA is a 501(c)(6) not for profit business alliance. Contributions to the RPCA are non-deductible for Federal tax purposes.

## Safety

### Amtrak's Safety Manual for Private Car Owner's Reviewed

Amtrak presented a proposed Private Car Owner's Safety Manual to AAPRCO in June. As chairperson for RPCA's Safety Committee, I was asked to review the manual and comments made by RPCA members and AAPRCO members and provide input to AAPRCO. I did this and submitted my thoughts on June 29<sup>th</sup>. On July 10<sup>th</sup>, Richard Johnston of AAPRCO chaired a conference call with myself, Rob Mangels, and other AAPRCO members to review the manual and give an AAPRCO perspective to Amtrak. My earlier written comments paralleled the views of this committee. The areas of greatest concern were the proposed bans on riding with open vestibule windows and riding on the open platforms. There were other items discussed including the format of the manual and items which needed clarification. All of these ideas and changes were submitted to Amtrak by Richard Johnston on July 13<sup>th</sup>. Amtrak will now take the suggestions and changes into consideration as it moves forward with this safety manual. I want to thank the RPCA members who took the time to make comments and who called to discuss the points of the manual. As of the writing of this article, RPCA has not received any feedback with regards to the input provided by AAPRCO.

**Gary Carter**

## Publication Advertising



For advertisers who wish to reach an audience that is 100% interested in tourist trains, steam engines, private railcar travel, railroad museums, railroading, passenger cars, maintenance, railcar operation and rebuilding services the choice is RPCA publications.

A packaged deal of two issues of Passenger Car and 12 spot ads in the e-newsletter Information Exchange is now available. In addition, Information Exchange will now accept classified ads. For more information contact Joe Rosenthal or Borden Black at [Media@RPCA.com](mailto:Media@RPCA.com).

## Update on Amtrak Actions

Letter on  
nat'l  
network

RPCA President Roger Fuerhring and AAPRCO President Robert Donnelley sent a letter to Amtrak CEO Richard Anderson on July 11 concerning long distance trains. The letter is in response to Anderson's correspondence of May 29 and primarily addresses the Southwest Chief. A subsequent letter was sent to Anderson addressing private cars and charter trains.

Letter on  
PVs

In a sign of growing anger in the passenger-rail advocacy community over recent Amtrak service changes, the New Jersey Association of Railroad Passengers (NJ-ARP) wrote to [Amtrak Chair Anthony Coscia](#) and [New Jersey Rep. Rodney](#)

Letter  
from NJ-  
ARP

Frelinghuysen calling for Amtrak CEO Richard Anderson's ouster, as well as demanding legislative "guardrails" to prevent Amtrak from dismantling routes, abolishing station agent positions or downgrading on-board service. NJ-ARP also singled out the railroad's decisions on the Southwest Chief for special criticism.

Senator Tom Udall (D-NM) was joined by Senators Jerry Moran (R-KS), Pat Roberts (R-KS), Michael Bennett (D-CO), Martin Heinrich (D-NM), and Cory Gardner (R-CO) to file an amendment to the appropriations bill which states:

"It is the sense of Congress that 1) long-distance passenger rail routes provide much-needed transportation access for 4,700,000 riders in 325 communities in 40 States and are particularly important in rural areas; and 2) long-distance passenger rail routes and services should be sustained to ensure connectivity throughout the National Network"

The amendment passed 95-4. The Senate also passed Senator Dick Durbin's (D-IL) Amendment #3422 by a vote of 99-0, which requires that the Amtrak Inspector General update a report entitled "Effects of Amtrak's Poor On-Time Performance" and make it available to the public.

## Membership News



Plans are moving quickly for the 2019 RPCA Convention in Cincinnati January 16th – 21st. Sponsors are LM&M, The Rail Experience, Whitewater Valley Railway and The Cincinnati Railway Company which is our host for the event. Headquarters hotel is the Cincinnati Marriott Northeast. In addition to a jam packed calendar of workshops and seminars, some not-to-be-missed activities are planned.

A very special event is scheduled for Thursday: a Pizza & Beer Train on the LM&M Railroad operated totally by youth with proceeds going toward the Youth Fund.

Friday's featured activity is a train ride at Whitewater Valley and shop seminars. That evening there will be a reception at the Cincinnati Union Terminal.

Sunday you won't want to miss the Cincinnati Dinner train.

There will also be an extended Amtrak & FRA meeting and seminars from industry professionals.

Sponsorship and vendor opportunities are available and Convention updates will be posted at

<http://www.rpca2019.com/>.

## 2019 OFFICER ELECTION

Annually, at the Conference, a portion of our Board of Directors is elected. Directors serve a three year term. For the term beginning January 2019 three of the ten elected seats on the Board are up for election.

This is a crucial time for our organization. Although our membership and its interests are very diverse, recent policy changes at Amtrak have required much of our energy be devoted to understand and respond to them. Now is the time that we need motivated individuals to stand for election to the Board.

Board members meet in person two times per year: once at the Annual Conference, and once mid-term, usually at the location of the next Annual Conference. Occasionally we also meet by conference call to discuss pressing issues.

Nominations open September 1. If you'd like to take on the challenge, please contact Burt at [burt@calzephyrrailcar.com](mailto:burt@calzephyrrailcar.com). He will need a headshot and a brief bio, about 1/2 page in length.

Nominations close, and ballots will be mailed out on or about Dec 1. There is no longer provision for floor nominations at the Conference.

## Youth Notes



RPCA camper Nichole Howell

### Rail Camp

RailCamp celebrated its 20<sup>th</sup> Anniversary this year. RPCA, through the generosity of members and insurance vendors, strives to send at least two deserving youth to the NRHS RailCamps via our Caldwell-Luebke RailCamp Fund and the Stanlee E. Weller Fund. This year RPCA sent two well-deserving youth; Elliot St.Peter and Nichole Howell.

RailCamp has had a successful and significant impact on creating future transportation industry professionals in fact two of our many guest speakers this year were past alumni – one who is a Sr. Manager of Planning at Amtrak and the other an Engineer on the Reading, Blue Mountain and Northern regional freight railroad.

RailCamp East had campers from: CA, FL, OH, KY, IN, NY, NJ, CT, PA, DE, VA, WV and TN. and for the first time there were three female students in one class.

We are always accepting donations for the two scholarship funds (Caldwell-Luebke Fund and Stanlee E. Weller Fund) to send future recipients. Donations should be made payable to "RPCA" and note that they are for RailCamp. In addition, it's never too early for people to think about sending folks to camp. We are always looking for students (8th grade through graduating High School seniors)

### Youth Incentives

The RPCA Board has voted to combine the Fuehring fund ( auction) and donations in to the Youth Fund. This will be used to help youth attend RPCA convention. The youth board is developing criteria and procedures to determine how candidates will be selected based on the applications they receive.

## Mechanical Update

### **REGULATORY NEWS:**

The members of the FRA's Railroad Safety Advisory Committee (RSAC) have received notice from the FRA that the Committee's charter expired on May 17, 2018. Since then, the RSAC, including all working groups and task forces, have suspended activities until re-chartered. Unfortunately AAPRCO, RPCA and Heritage Rail had some initiatives in process to ease the regulatory burden. It is not clear at this time if the draft rules that were passed out of the committee will be carried through to a Notice of

### **Proposed Rulemaking by the FRA.**

Work is underway to revisit and update the American Public Transportation Association (APTA) Passenger Rail Equipment Safety Standards Committee (PRESS) standards. As a member of the PRESS Committee, I can offer the view of private car owners to the subcommittees and assure that the revisions to the standards do not have an adverse effect on our constituency. Standards under review for Type-H Tightlock Coupler:

APTA-PR-M-RP-002-98 , Recommended Practice for the Inspection and Maintenance of Type H-Tightlock Coupler

APTA-PR-M-RP-003-98 , Recommended Practice for the Purchase and Acceptance of Type H-Tightlock Couplers

APTA-PR-M-RP-004-98 , Recommended Practice for Secondhand and Reconditioned Type H-Tightlock Couplers

The revisions are designed to clarify and update the text to comply with industry standards and eliminate subjective judgement

APTA has just released the long-awaited update of APTA-PR-M-S-005-98 Rev 4, The Code of Tests for Passenger Car Equipment Using Single Car Testing. This update addresses recent updates in brake technology that are beginning to appear on newer cars and contains an improved test sequence and flow to reduce overall test time, as well as an overall format change to conform to that used by other industry standards organizations. Since APTA is not a private car organization, it was not appropriate that they attempt to apply it to private cars.

You can download the document at:

[https://www.apta.com/resources/standards/Documents/APTA%20PR-M-S-005-98\\_Rev%204.pdf](https://www.apta.com/resources/standards/Documents/APTA%20PR-M-S-005-98_Rev%204.pdf)

Brad Black has some reminders about areas that should command your attention: ULTRASONIC

### **WHEEL AND AXLE INSPECTIONS:**

Car owners who have had their wheels and axles inspected either by Amtrak or an independent non-destructive testing (NDT) provider should file the PC-6 (Private Car Wheelset Serial Number Record) form and PC-7 (Private Car Axle and Wheel Periodic Ultrasonic Test Results) form with Amtrak only if wheelsets have been changed. Maintenance of the integrity of the PC-6 and PC-7 forms is the car owner's responsibility must be diligently performed. It is imperative that the PC-6 and PC-7 forms are updated to reflect the axle and wheel positions on the car by serial or other assigned number. It is also important that the identification numbers, whether OEM assigned, or those assigned in the field by the NDT technician are maintained on the wheelset and its components. Stenciling or other means of permanent marking are the most effective way to provide component tracking and maintain your investment in the inspection. When wheelsets are replaced or moved to another position on the car, the marking or stenciling of the wheelsets should be verified, and the PC-6 and PC-7 updated with the information provided by the wheel supplier, or from an NDT inspection of the complete wheelset.

### **POSITIVE TRAIN CONTROL (PTC) DATA:**

Amtrak asked for some specific data about private cars' dimension and weights. This information is provided by Amtrak to the host railroads as part of the consist entry into the PTC system shortly before a train departs. If CNOC does not have the information when they are asked by the operating railroads, a car owner may receive a call asking for detailed technical information, such as car length, loaded and unloaded weights and type of brake system. The information needs to be available on the car or it may be set out.

## 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



With just minutes to spare, the last piece of Indiana Transportation Museum rolling stock left its home of more than 50 years as police moved in to secure the property after the Museum was evicted. Florida East Coast office car No. 90, the ornate 1898 Jackson & Sharp-built private car of railroad magnate Henry M. Flagler, left the site minutes before a court-ordered eviction deadline for the museum. A Burlington Route car, Silver Salon, also departed shortly before the deadline. Anything left on site, with the exception of privately-owned equipment to be moved later, goes to the city of Noblesville. The only remaining ITM rolling stock left on site was apparently a Pennsylvania Railroad hopper car and a New York Central baggage car.

Railroaders and safety advocates are speaking out about trackside safety after the fatal incident with Union Pacific 4-8-4 No. 844 north of Denver.

844 was leading a Frontier Days charter train south toward Denver from Cheyenne, Wyo., when it struck and killed a pedestrian near

a grade crossing.

Operation Lifesaver pointed out that about 520 people were killed in rail trespassing incidents last year and they urged everyone to review rail safety tips for pedestrians and photographers.

The railroad on a dedicated webpage titled, "UP Cares About Your Safety," emphasized that the average train "overhangs the track by at least three feet," and urged all bystanders to "stand back at least 25 feet or more from the tracks."

For the first time in six years, Iowa Interstate will operate Chinese-built QJ-type 2-10-2 No. 6988 on excursions. The trips benefit local fire departments in the central Iowa. The locomotive will pull four 45-minute trips Aug. 18 out of Mitchellville to the west and on Aug. 19 four 45-minute trips out of Brooklyn, Iowa.

Cuyahoga Valley Scenic Railroad is selling tickets for steam excursions with the famed Fort Wayne, Ind.-based Berkshire that will take place Sept. 22-23 and 29-30. Each day the engine will pull two 2-hour trips through scenic Cuyahoga Valley National Park from Independence to Akron.

### Amtrak/Federal Agencies



A Federal appeals court ruling will allow Amtrak and the Federal Railroad Administration to revive on-time performance metrics. The ruling is the latest in a long-running court battle that began when the Association of American Railroads brought suit in 2011, contesting Amtrak's right to be involved in the rulemaking process for on-time performance. In a statement on Amtrak said: "We are pleased with the decision by the Court of Appeals allowing for the implementation of on-time performance metrics. Since this law was first overturned, we have seen continued deterioration of on-time performance over freight railroads driven primarily by freight train interference."

This decision will allow the FRA to set on-time and other performance standards that would help ensure that our customers and the American taxpayer get the high-quality passenger service they deserve.”

Members of the Amtrak Service Workers Council, a coalition of unions representing Amtrak’s on board service employees, held a protest in front of Amtrak headquarters in the nation's capital. Union members criticized the railroad for its recent cuts to dining car service and demanded a sit down meeting with President and CEO Richard Anderson.

Union officials say Amtrak management gave the union little warning of the impending change. and they worry that the plan to do away with traditional dining service on two of the East Coast’s long distance train is the first step in an effort to eliminate more amenities aboard Amtrak’s long-distance trains.

Amtrak is adding a hot-meal choice to lunch and dinner food service for sleeping-car passengers on the Lake Shore Limited and Capitol Limited. Slow-braised beef short rib in a red wine and beer sauce will be added to the lunch and dinner menu of pre-prepared items.

Amtrak is planning upgrades to its Harrisburg station and needs the Harrisburg Chapter of the National Railway Historical Society to cooperate in finding a temporary and then new permanent home for Pennsy GG1 No. 4859 and a Pennsy N6B cabin car, or caboose.

The organization leases track space from Amtrak, though not necessarily a specific track. The locomotive is usually on display on Track 5, which is one of two tracks that Amtrak plans to upgrade to high platforms.

Amtrak’s last remaining dome car is again set to run on two routes during the fall foliage season in New England. Great Dome No. 10031, built in 1955 by the Budd Co. will operate on the Downeaster (Brunswick, Maine-Boston) between Aug. 11 and Sept. 23, and on the Adirondack (Montreal-New York) from Sept. 27 to Nov. 2.

President Donald Trump has nominated former Metra chairman Martin Oberman to the U.S. Surface Transportation board, the independent regulatory agency that resolves railroad rate and service disputes and reviews proposed railroad mergers. If approved by the Senate, Oberman will fill the remainder of a five-year term expiring Dec. 31, 2023. The open Democratic seat was voluntarily vacated in 2017 by former Chairman Dan Elliott.

Railroad Passenger Car Alliance | 5323 Highway N #331, Cottleville, MO 63338

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