



## From the President



There is no doubt that an effort to degrade Amtrak's service is rapidly occurring. Talking with recent travelers such as my mother and reading Ross Rowland's travel report are disheartening. The damage to long distance trains and even regional routes are starting to reach critical mass. Before long losses could be too great to continue the operations. After many years of ridership increases, it's hard to believe how far downhill we have come since late March. It's scary to think that some of this is by design.

Our Amtrak committee has taken on the long distance train issues and has been working hard. A letter was sent from RPCA to a Congressional and Senate

Delegation that includes several key members. Keeping the Southwest Chief running as originally intended is our top priority as well as the protection of other LDT's. The issues around private cars and charters is a close second on our list.

I want to thank all those who have put in the extra time and effort in regards to our continued battle with Amtrak. All of our board members have helped out in one way or another. Sometimes it's just moral support which always comes at the right time. My other responsibilities are creating a heavy workload over the next few months and several have stepped up to help me out. You know who you are. Thank you.

We have a really good team, from the Board of Directors to our individual managers, that takes on the daily issues such as conferences, information dissemination, membership and the many other responsibilities associated with the organization. They are all working diligently to keep the organization in tip-top shape. Well done.

Looking forward to Cincinnati this January. I would encourage each of you to not only attend, but bring someone new.

Until the Next Time

Keep Safe

*W. Roger Fuehring*

## ONE MONTH LEFT FOR 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 unequalled 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



### Stepping Carefully

By now, most of us are well into our passenger season whether it be at the local railway museum or some charter trips behind Amtrak. In any case, hopefully we have assisted passengers during the boarding and alighting of our cars. The Pullman Company recognized the safety in having porters assist passengers stepping onto or off of their trains.

As a general rule, a passenger should not be asked to step higher than 12 inches in any one step to board a car. The step box was made for just this reason. Place the step box at the bottom of the steps. Do not throw or drop the step box. Vestibules and platforms have some sort of hand rails in place. Passengers should be encouraged to use these when boarding as well as

detraining. It goes back to the idea of 3-points of contact, even when the car is not in motion. Once on board, walkways and aisles must be kept open and free from stowed items. Sometimes throwing a duffel bag under a seat is just not good enough as the strap or handle may protrude into the walkway. Tripping is a serious risk when isles are not completely open and free of other items. Many of the elderly can still climb aboard with some assistance, but are very unsteady on their feet when walking. Those using a walker or cane might find it convenient to be seated near the door closest to the stairwell or bathroom. Maybe having a seat with extra leg room or added grab bars could be utilized by those with impaired mobility. Seating them closer to needed services is a courtesy they find reassuring.

Let's keep everyone on the safe side, with sturdy step boxes, utilizing hand rails on the stairwells, keeping aisles free of extraneous items and encouraging 3-points of contact. Tripping hazards can be found almost anywhere so let's do our part by recognizing and eliminating them.

**Gary Carter**

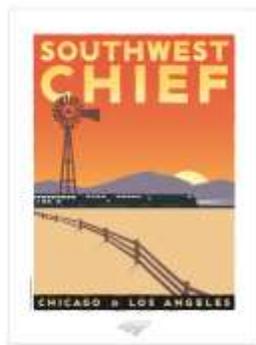
## Publication Advertising



There is still time 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. A packaged deal of two issues of Passenger Car and 12 spot ads in the e-newsletter Information Exchange is now available. Rates and deadlines are [attached](#)

[Ad rate card](#)

## Update on Amtrak Actions



Amtrak issued this employee advisory concerning the Southwest Chief and its proposal to break the line in two with a bus bridge.

*We are considering changes to the route and operation of the Southwest Chief. No decision has been made yet on our long-term operation of the entire Southwest Chief route, but a portion of the route faces unique challenges because of extensive operational and capital investment costs required to continue the present service. We are considering all options on how to make this route work, given the changing needs of our passengers, our limited resources and the expectations of Congress to deliver this service safely and efficiently. What we want you and our stakeholders to know is that the status quo is not an option – we or others either have to invest more or make changes.*

*We are looking specifically at changes to the Southwest Chief because it requires a lot of capital investment to keep it running “as is.” The Southwest Chief currently loses more than \$50M every year, and we will need to invest more than \$100M in the next 3-5 years to bring the route to a State of Good Repair and to fully implement Positive Train Control, plus additional operating expenses that will likely add to the train’s annual losses. We are responsible for all maintenance and capital costs for a 219-mile stretch of the route between Colorado and New Mexico. Also, Positive Train Control is not installed on a 348-mile stretch between Dodge City, Kan., and Albuquerque. No other Amtrak route has this combination of operational losses with capital investment needs. And this is an issue for us because we have a clear mandate from Congress, which is stated in the FAST Act, to deliver our services in a cost-effective manner, and we are falling short of this mandate with the Southwest Chief. We have many capital needs at Amtrak, and we have limited resources. We have to balance the needs of the Southwest Chief with the needs of the rest of our National Network, including all of our other Long Distance trains.*

*We know that many of our customers and stakeholders value this route – and we are evaluating all options. We are continuing to have conversations with members of the Kansas, Colorado and New Mexico congressional delegations and state and local leaders about the various options and funding needs. In addition, we will have senior executives onboard the Southwest Chief next week to talk with our stakeholders along the route.*

*We will provide updates as new information becomes available. In the meantime, we ask that everyone continue to provide excellent service and hospitality to our Southwest Chief customers and continue to operate safely and with the high degree of professionalism that defines our employees.*

**The Rail Passenger Association (RPA formerly NARP) has responded with the attached rebuttal**

## **RPA Analysis**



A top Amtrak official says the railroad will not operate passenger trains on lines without positive train control after Dec. 31, 2018. That could lead to the discontinuance of eight trains. According to Trains Magazine, Chief.Senior Vice President and Chief Commercial Officer Stephen Gardner told officials at a meeting in Raton, N.M that the Amtrak board of directors has mandated the policy, despite exemptions for the technology's implementation granted by the Federal Railroad

Administration.

The policy means the Amtrak Board would insist the following trains on FRA-exempted routes be discontinued:

- Southwest Chief: between La Junta, Colo., and Dailies, N.M., and through Topeka, Kan.
- Cardinal: over the Buckingham Branch Railroad between Orange and Clifton Forge, Va.
- California Zephyr: 152 miles of UP's Green River subdivision west of Grand Junction, Colo.
- Texas Eagle: 110 miles of UP's Desoto subdivision south of St. Louis, Mo.
- Downeaster: north of Haverhill, Mass., to Brunswick, Maine., on Pan Am Railways
- Vermonter: north of Springfield, Mass., on the New England Central
- Ethan Allen: on Vermont Railway east of Whitehall, N.Y.
- City of New Orleans: a total of 18 miles on Canadian National around Memphis, Tenn., and New Orleans

He delivered a presentation that outlined a bus bridge from either Dodge City, Kan., or La Junta, Colo., to Albuquerque, N.M.

Trains updated the story based on new information from Amtrak -- <http://trn.trains.com/news/news-wire/2018/08/27-amtrak-says-it-will-not-run-trains-on-routes-without-ptc>

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Several Private Car owners who had been charged \$850 (cost of a switch engine crew for 8 hours) for every switch in Washington, DC protested the charges. Their bills were subsequently reduced to just over \$100.00 per switch (one hour time for a switch engine crew) These charges have still not been included in the published rates nor have any car owners been notified of the charge, the reasoning behind it or how it is determined.

## **Membership News**

### **RPCA 2019 Conference Update**

Registration packets will be mailed out Mid-September  
Seminars will include the following:

- FRA
- Amtrak
- 92 Day Inspections / Blue Card Information
- Safety Committee
- Insurance Updates
- RPCNB / Umler Updates
- Passenger Car and locomotive running gear (At Whitewater Valley RR Shops)
- PTC / Class 1 Updates
- Social Media

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

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

**Side Activities to include:**



Evening Train Ride on the LM&M Railroad



Train Ride & Shop Seminars at the Whitewater Valley Railroad



Evening Reception at Cincinnati Union Terminal



Annual Banquet featuring Jim Wrinn from TRAINS magazine as our guest Speaker



Extra Cost Activity to the National Museum of The US Air Force

## 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.

## In Case You Missed It- 2020 Convention



The Board of Directors of the Railroad Passenger Car Alliance has voted for Albuquerque to be the site for the **2020** annual conference.

The conference had not been held in a western location since 2015 in Reno, NV. The Board felt it was time to "Head West" once again and chose Albuquerque.

RPCA is proud to be working in conjunction with the New Mexico Steam Locomotive and Railroad Historical Society, the group restoring the ex-AT&SF 2926. NMSL&RHS has kindly agreed to allow the use of their shop and equipment for on-site educational programs which will include topics on trucks, body restoration and paints.

Other programs covering regulatory, mechanical and safety issues will be offered as well.

In addition to these mechanical sessions, leisure trips are still being formulated and should make for a cultural experience as well. Native American arts will be part of the overall offering of programs.

This should be a great conference with an opportunity to learn more about New Mexico and its peoples and cultures. Updates to this conference will be presented in January.

Until then, let's plan on attending the 2019 conference in Ohio this January. Please watch your email for e-blasts and the Information Exchange regarding the schedule of events in Ohio.

## UMLER CORNER

Thank you all for getting the RPCA membership and RPCNB subscription renewals made in a timely manner. This is the first time in 2 decades of doing this we were able to inform the RPCA Board at the mid-summer meeting that we were in good shape for the year. For the few that have not renewed one or both yet, please do so before the end of August. That is when we start deleting non-renewals from Umler.

From our friends in Canada: Transport Canada (equivalent to the US DOT) has been making noises about requiring PTC implementation there on ALL trackage! OUCH! One can hope that the comment was only a severe simplification of the intent. We were asked by a small operator how PTC is going to help when they have one train on the line at a time, and the railroads can't even tell him where a car is and when it is going to be delivered! His concern is that the cost will just put a large number of the small operators out of business. It would appear that our Canadian friends are going to need some help from the RPCA.

Here in the States: implementation continues. Loco Umler registrations that have not updated the data for the new data fields continue to go "in conflict", and those that already have are now being classified as "restricted in interchange".

**Pamm and Dan Monaghan**  
**Co-Managers RPCNB**

## GRANTS



The Tom E. Dailey Foundation is pleased to announce 12 grants totaling \$29,000 were awarded at our August 11, 2018, quarterly board meeting. Since 2013, the Foundation has awarded 261 grants totaling \$778,206. Our next board meeting is planned for November 10th, 2018. Congratulations to all recipient organizations!

The following are the railroad preservation related grant

recipients.

**Pennsylvania Trolley Museum \$1,000**

Funding was granted for Bronze Ears for their Overhead Trolley System on Trolley Street. The project requires approximately 50 ears at a cost of \$100-\$150 each. Full construction is expected to take two years.

<http://www.patrolley.org>

**Fossil Basin Institute \$2,500**

Funding was granted for the restoration of the Oregon Short Line Railroad Depot. Funds will help pay for structural engineer review of the depot, architectural drawings and consultation, and property survey.

**Nashville Steam Preservation Society \$5,000**

Funding was granted for the restoration of Nashville, Chattanooga, & St. Louis Railway steam locomotive No. 576, a dual-purpose 4-8-4 "J-3" class engine and the only remaining mainline steam locomotive from the NC&StL. NSPS is currently within \$50,000 of their initial goal of \$500,000 needed to relocate No. 576 as the next step in this process.

[www.nashvillesteam.org](http://www.nashvillesteam.org)

**Lake States Railway Historical Association \$1,500**

Funding was granted to use towards an Information Technology Upgrade, including additional security to protect data and data files, a central file server with mirroring and automatic back up, and an uninterrupted power supply.

[www.lsrha.org](http://www.lsrha.org)

**Ohio Railway Museum \$2,500**

Funding was granted for the restoration of 703, the last remaining Columbus streetcar built in 1925 by the G.C. Kuhlman car company. It weighs 36,620 pounds and is a little over 45 feet long and can seat 48 passengers and 2 crew members. In addition to a direct grant of \$1,000, the Foundation's Board of Directors approved an additional Challenge Grant of up to \$1,500, to match donations from other contributors to this project on a dollar-for-dollar basis through December 31, 2018.

[www.ohiorailwaymuseum.org](http://www.ohiorailwaymuseum.org)

**Trains Magazine** is accepting proposals through Oct. 15 for its annual \$10,000 preservation award. The grant will go to a nonprofit educational group in the U.S. or Canada for the restoration or repair of an important locomotive, unique rolling stock, or for archives. Priority goes to projects of regional or national significance, for which the grant will make a significant impact, and that will be spent by Dec. 31, 2019. Projects nearing completion are preferred.

## 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



Santa Fe Railway 4-8-4 No. 2926 was to be fired up early in June until a routine move ended abruptly when a 14-foot H beam supporting rail over the service pit shifted. That dropped the lead axle of the trailing truck onto the ground. Plans to operate No. 2926 continue amid the uncertainty of working with Amtrak, which would provide the engineer and insurance coverage. One goal is to run from Albuquerque to Las Vegas, N.M., over former Santa Fe Railway trackage now owned by the state of New Mexico and BNSF Railway's Glorieta Sub where only Amtrak's Southwest

Chief operates. Meanwhile the crew is prepping for its annual open house from 9 a.m.-5 p.m. on Saturday Sept. 29. The free event features educational displays, model trains, live music, and free hotdogs.

Norfolk & Western Class J 4-8-4 No. 611 will operate on site at the N.C. Transportation Museum between Aug. 31 and Sept. 23 before heading home to Roanoke, Va., for an event Sept. 29 at the Virginia Museum of Transportation. The engine will be the star of VMT's Big Lick Train Tug event in Roanoke on Sept. 29. No. 611 has been at Spencer much of 2018 for staybolt work and other maintenance.

The city of Eau Claire is repurchasing Soo Line 4-6-2 No. 2719 from the Lake Superior Railroad Museum, paving the way for the eventual move of the Pacific back to the city for display. The locomotive has been in Duluth since 2006 operating on the museum's North Shore Scenic. The city must remove the engine from the museum and transport it to Eau Claire, build a structure for the engine and get it from the railhead to the display area.

Southern Pacific narrow-gauge 4-6-0 No. 18 will be steamed up and operated in Independence Oct. 4-5. The locomotive was restored and is operated by the locally based all-volunteer Carson & Colorado Railway. The Oct. 4 run is a private charter for the Lone Pine Film Festival, but the runs on the Oct. 5 will be open to the public.

Durango & Silverton Narrow Gauge Railroad officials say they hope to resume regular excursion service on Sept. 17, more than seven weeks after a series of mudslides and washouts forced the popular tourist railroad to shorten its run. The D&SNG shut down for six weeks starting in June after a massive wildfire began along its tracks. Not long after the railroad reopened in July, severe rain storms caused mudslides in the recently-burned area along the railroad causing "significant" damage to the tracks.

Investigators say the death of a woman photographing Union Pacific steam locomotive No. 844 July 21 suggests the woman was more focused on her cellphone screen than the approaching train. In an interview, the woman's husband agrees with that assessment, saying that he would not want the accident to deter steam excursions.

Union Pacific will match the \$1 million Utah is spending to celebrate the 150th anniversary of the transcontinental railroad next May 10. Activities mentioned include educational programs in public schools, a cultural celebration the evening of May 10 at the Latter Day Saints Conference Center in Salt Lake City, and a special symphony performance. Starting in late January and going through May, the Utah Museum of Fine Arts will host an exhibit of more than 200 photos and stereographs of the construction work made by famed early railroad photographers A.J. Russell and Alfred A. Hart. The National Park Service plans to re-enact the driving of the golden spike on May 10 at Promontory Summit, and UP has said it plans to bring 4-8-4 No. 844 and newly restored Big Boy 4-8-8-4 No. 4014 to Ogden for the celebration.

The Fort Wayne Railroad Historical Society, Metra, and Iowa Northern Railway are partnering to transport historic streamlined Rock Island locomotives Nos. 652 and 630 to LaSalle Street Station for Nickel Plate Road 2-8-4 No. 765's Joliet Rocket event. On Sept. 15 and 16, the EMD E8 and E6 locomotives, respectively, will be on display for Joliet Rocket passengers. It will mark their return to the station for the first time in nearly 40 years. Cincinnati Scenic Railway and Trains Magazine will sponsor the movement of the engines to Chicago.

## Amtrak/Federal Agencies



Amtrak has revealed the interiors on its new Acela Express fleet. The new trains, scheduled to enter service on the NEC in 2021, will feature spacious and smooth leather seats, with integrated in-seat lighting and personal electrical outlets and USB ports. Each seat will be equipped with dual tray tables. Customers will also experience a high-tech onboard information system, with six LED screens in each train car that provide real time information such as location, train speed, and conductor

announcements. The new trainsets will accommodate 386 passengers, an increase of nearly 30 percent. The prototype of the new trainsets, in production at Alstom's manufacturing plant in Hornell, N.Y., will be ready in 2019, with the first train entering service in 2021. All the trainsets are expected to be in service by the end of 2022.

Amtrak officials will spend \$370 million on new maintenance-of-way equipment over an estimated three-year period. This capital expenditure will accelerate maintenance work, doubling Amtrak engineering work on the Boston to Washington line upon full implementation of the order.

U.S. Reps. Paul Tonko (D-N.Y.), John Faso (R-N.Y.) and Elise Stefanik (R-N.Y.) have asked Amtrak to reconsider its decision to end its partnership with Toys for Tots. Amtrak ended the partnership in August, saying its decision is in line with its new guideline to no longer run private and charter trains. The three New York legislators wrote in a letter to Amtrak President and CEO Richard Anderson that, "We are aware that Amtrak has established a new policy for the operation of charter trains and believe it has every right to do so. However, ending this important holiday charter service will negatively affect the neediest in our communities and discontinue a positive charitable action that has brought great recognition to Amtrak's reputation in the eyes of many."

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

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