



From the President



Summer trips are winding down. The New River Train is a few weeks away and Polar Trains are around the corner. For several of you the turbulent year can't get over quick enough. Many concerns still await the test of time, politics and the sheer determination of all of us as we fight to save our long distance trains, private car moves and our way of life.

I've enjoyed a short break away from some of the issues as we at Madison Railroad planned a big 40th birthday party that started officially on Memorial Day, and ended on 9-27-18. As I write this article, Barney Gramling is outside in the shop loading up his Jeddo Coal Company number 85 steam locomotive. It is the last official item to

be done as we close out the painting and dedication of three locomotives to various branches of the military, a documentary on the railroad, a book and two weekends of steam trains on a railroad that doesn't run excursions. First steam locomotive on the railroad since 1953. This was all done in addition to Cathy & I restoring our SP baggage car with a 20 seat lounge in one end and displays in the other 2/3rds that cover the 182 year history of the railroad that Madison Railroad now owns.

As busy as this summer has been, it's always important to enjoy the process no matter what the project is, or how much stress it brings about. We are all in the business to not only show what railroading was, but what it can be. It doesn't matter if you're a freight operator, private car owner or an excursion operation, we are all in this together. Selling our services to an ever changing demographic is job one. Yes safety is number one but, we don't have a business to have a safe work environment if we don't get the customer in the door or the freight shipment business on our railroad.

Now we find ourselves trying to sell the service, let alone the saving of long distance trains without an equal partner. The strategic death of the long distance train is still in the air. Ridership from the regular rider is suffering due to service changes that are the equivalent to no service at all once on board. This is turning into a fight to not only save the LDT's, but to save services on board the train. Chasing away your customer base with poor food choices and less equipment options on the train will be the death blow if not stopped. It may seem like you can't do much but, the power of your emails, letters, phone calls and in person contacts with your legislators is important. Keep up the fight.

Looking forward to seeing you in January.

Until the Next Time

Keep Safe

W. Roger Fuehring

Safety



SAFE HEAD END POWER PRACTICE

We are at the point on our car of finishing connecting up the HEP to the generator and test the system. If anything on our car demands respect, it is the HEP. My fear of electricity is a healthy one as I have yet to make an emergency room visit over an electrical mistake.

Over the years we have accumulated several HEP receptacles and plugs. This volume of collection means nothing when it comes to quality and condition. Several of our older plugs have a frayed Train Line Complete line which prevents their use

on our car. What is truly sad is that this plug cannot be recycled into a usable item. A couple of our receptacles are close to the same condition.

When dealing with these 480 volt carrying behemoths, one cannot be too careful. Inspect the cables, plugs and receptacles for cracks, tears or cuts. An arc from a poor cable can cause a fire as well. This visual inspection can certainly help in decreasing the risk of injury or fire.

In addition to this, the safest practice when connecting this HEP system is to have all power to the HEP shut off. Amtrak makes a practice of this when adding or cutting PVs off of a train. This point is stressed in the RPCA Safety Program as well. I know that the design of the receptacle and plug supposedly makes it difficult to arc the current, but it is not worth the risk. Shut off the HEP when connecting or disconnecting plugs.

I once worked for a railroad that employed some very good commercial electricians. I held them in high regard. However, they had a practice of connecting the HEP from a ground stand without shutting off the power at the stand. There was some sort of shunt they had connected which would allow this. The first time I was asked to connect this HEP I refused. I told them I would be happy to plug into the 480V receptacle if I could shut off the power at the stand. I thought this would be my undoing and that I would not be returning the next day. Instead, they excused me from this duty and never asked me to do this task again.

By the time you read this, we will have fired up our 480V system. Please keep your fingers crossed for our well-being. When it comes to the HEP, there are very few second chances.

Gary Carter

Update on Amtrak Actions



Amtrak has provided its clearest statement yet that train service will continue on Positive Train Control-exempt routes in 2019. The testimony before the House Transportation & Infrastructure Rail Subcommittee by Amtrak's Executive Vice President and COO Scot Naparstek, contradicts earlier reports that the Amtrak Board was requiring PTC on those lines.

"While this risk analysis process and mitigation plan development is still underway, let me be clear that Amtrak's goal is to continue to operate all of our services over all of our current routes come January 1, 2019," he told the gathered

representatives. "Exactly how we accomplish this will vary across our network, based on the specifics of each route, but I want to assure the Committee that, at this time, we believe we will have strategies in place that will permit us to continue operations until operational PTC or PTC-equivalency is achieved for all of our network."

Currently, 222 of Amtrak's 315 daily trains operate with PTC along some or all of their routes. By Jan. 1, Amtrak anticipates that number will climb to 283, or 90 percent of those routes, Naparstek said in his written testimony.

This does NOT mean however that Amtrak has pulled back from its proposal for a Southwest Chief bus-bridge. Naparstek's testimony does appear to undermine one of the central rationales Amtrak has put forward for breaking up the Southwest Chief route with a bus-bridge. In its presentation to local officials, Amtrak stated it would "require PTC for this segment for long-term operation," with an estimated \$23 million in installation costs and \$3.5 million in annual operating costs.

The Utah Rail Passengers Association (URPA) is warning local mayors that Amtrak rail service through Carbon County may come to an end. Mike Christensen, executive director of the URPA, says Utah could expect a similar bus-bridge plan between Grand Junction or Green River and Salt Lake.

"(Amtrak CEO Richard Anderson) has basically been on a mission to gut Amtrak from the inside," Christensen said. "Amtrak hasn't officially said anything about the California Zephyr and some of the other routes that are on the chopping block, but they have released details on a plan for the Southwest Chief." Christensen said he suspects Amtrak's plans will greatly reduce ridership, which will then be how the train operator later justifies getting rid of the routes completely. He said he believes this involves a ploy by Amtrak to rid itself of existing labor contracts. Christensen said that if the routes were ended because of poor ridership numbers then those labor contracts could not be enforced.

Membership News

Welcome new members! RPCA got 38 new members from the membership drive. That brings our membership to 479. It's never to late to join or renew.

2019 Conference Information

Registration packets will be going in the mail this week. Online registration and Hotel reservation is live. Stay tuned to rpca2019.com for updates. 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

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

Election of new RPCA directors is rapidly approaching and to date there have been no nominations. Three of the ten elected seats on Board of Directors will be up for election in January of 2019 We particularly need motivated individuals to run during this crucial time for our organization. Recent policy changes at Amtrak have required much of our energy be devoted to understand and respond to them.

Nominations are now open you can self-nominate or nominate someone else to take on the challenge. Please contact Burt at burt@calzephyrrailcar.com. He will need a head shot and a brief bio, about 1/2 page in length.

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

We need your stories. The deadline for Passenger Car Magazine has been pushed until the end of October. Please send in articles about your restorations, trips, lessons learned or other items of interest to the membership. We also need advertisers. Contact Joe Rosenthal at joerpca10@gmail.com

UMLER CORNER

Heads up! There is a new Umler Data Spec Manual as of Sep 20. We are still reviewing it for changes that affect us.

We have had several people tell us that the freight railroads are demanding the passenger cars have OT5 authorization. And a couple of people were told that they had to drop RPCX and get their own reporting mark in order to do it!

NO! OT5 is authorization for a FREIGHT railroad to grab your FREIGHT car and load it, with freight!

Something bigger than we first thought is going on, because now Railinc is calling us to ask what is going on. They have had many requests just recently for new private marks because the car owners are trying to be compliant. Over 160 instances in the last 6 weeks, so it is not just RPCNB.

There are a couple of candidate reasons this screw up is happening that we can think of. One is that a freight carrier lists a passenger car moving dead in freight as a "load" because that is required by THEIR computer system to bill for mileage. Empty freight cars don't get billed. And some lucky down the line incorrectly understands that as meaning that the passenger cars must be OT5 authorized. Can't be, OT5 is to load INTERCHANGE freight cars, says so in the OT5 document. Passenger cars are rate indicator 6, meaning privately owned not in free interchange, can't be loaded by the carrier and move under contract!

If you want to get your own reporting mark, that is your decision. But don't do it because of OT5. Will just cost you time and money.

If any of you private passenger car owners get this demand from any railroad, whether under the RPCX reporting mark or any other reporting mark, please advise that railroad employee to contact RPCNB, or send us the contact information so that we can ping them.

At least now we have a couple of people in higher places that understand something is rotten in the kitchen. Going to be several phone calls and maybe a couple of conference calls to clear up what is happening and get it straight. Once resolved it might be funny, but it isn't right now for people with passenger cars in movement that get stopped for not being OT5.

Watch the RPCNB web site and the RPCA Newsletter for updated information as this moves along.

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

Grant Opportunities

Tom E. Dailey Foundation

Grants are available in five eligible categories, including Rail Preservation, to qualified organizations in amounts up to \$15,000. Applications are considered during quarterly meetings of the Board of Directors and are accepted on an ongoing basis for consideration at the next quarterly meeting. The Next meeting is scheduled for November 10.

To receive updates on grants and activities, dates of our next deadline, etc., follow them on Facebook and also visit their website at www.daileyfoundation.org

The Nickel Plate Road Historical and Technical Society, Inc.

The Nickel Plate Road Historical and Technical Society, Inc. offers grants of \$1,000 from the McCaleb-Rehor Fund to help with the cost of restoring and maintaining Nickel Plate Road prototype railroad

equipment, rolling stock, or buildings. If your organization would like to apply for such a grant, the application can be found at: http://www.nkphts.org/McCaleb-Rehor_Application.pdf

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



Kansas City Southern has announced the schedule for the 18th annual Holiday Express train, which will stop in 22 communities in eight states on 27 dates. The free event allows visitors to board and tour the train and visit with Santa at each stop. KCS' Holiday Express has also raised well over \$2 million to purchase gift cards, which are donated to The Salvation Army.

Milwaukee Road 4-8-4 No. 261 pulled two round trips over the Twin Cities & Western Railroad Sept. 8-9. The 261 made a 100-mile round trip from Minneapolis to Glencoe on Saturday. Sunday's trip, also scheduled to go to Glencoe, was turned at Bongards, Minn., because of a late departure and a meet with a freight train.

The O. Winston Link Museum is now featuring an exhibit of rarely seen images by the famed rail photographer. "Unseen Link," which runs through Nov. 6, features original prints never before shown at the museum. The images are drawn from the Historical Society of Western Virginia archives and the O. Winston Link estate. The exhibit draws from his work on the Canadian Pacific Railway and Long Island Rail Road, some of his commercial enterprises, and other images from New York, Canada, and Louisiana.

Amtrak/Federal Agencies



Amtrak police and Operation Lifesaver Inc. (OLI) in September partnered for their second annual "Operation Clear Track" event, the largest rail-safety law enforcement operation in the United States.

During the event, police reported to hundreds of grade crossings around the country deemed "high-incident" locations by the Federal Railroad Administration. Once onsite, law enforcement officials enforced grade crossing and trespassing laws during a three-hour safety detail,

writing citations and warnings to violators, OLI officials said in a press release.

The operation took place during Rail Safety Week, which was jointly observed in the United States and Canada.

Every year, about 2,000 people are killed or injured in grade crossing and trespassing incidents across the United States, according to OLI.

The Federal Railroad is reviving the Railroad Safety Advisory Committee. The committee is composed of 40 representatives from government, freight and passenger railroads, industry suppliers and shipper groups.

Congress established RSAC in 1996 to "develop new regulatory standards, through a collaborative process, with all segments of the rail community working together to fashion mutually satisfactory solutions on safety regulatory issues."

The RSAC's current two-year charter expired on May 17, 2018. The organization's last published meeting date was May 25, 2017.

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