



## From the President



### WIN, LOSE OR DRAW?

The first week of October brought about a major change within Amtrak in regards to direct communications with RPCA. At the request of Stephen Robusto, Manager of Charters & Amtrak Services, I flew to Philadelphia to meet with him and Paul Vilter. The discussion was based on three principal policies that Amtrak wanted to implement effective January 1<sup>st</sup>. One concern was that the draft documents be kept to a select group to avoid leaks on social media or other avenues. Not being an expert in Amtrak private car operations or an Amtrak inspector, I requested that we bring in additional input. With that, Burt Hermey and Brad Black agreed to call in when I arrived in Philadelphia. Amtrak did provide us with the rough draft of all three policies. They consisted of conditions for movement of privately owned railroad cars, inspector qualifications and being on Amtrak property requirements for inspectors. Covered within the policies were critical topics of various logistics involved within a movement, insurance requirements, safety, rates and fees. I would say for all three of us, it was a shock to the system when looking at all the requirements. Don't get me wrong, some of it is long overdue. Inconsistencies from both Amtrak and the car owners are now more defined and will create a more professional business line for Amtrak that would have been in jeopardy, if not for the changes.

It's crucial to understand that several employees of Amtrak have worked very hard to develop a policy within the parameters set forth by the management of Amtrak. The goals set forth included efficiency's within the network, cost, risk management, labor and availability of equipment.

The first meeting was very well received by all. Several suggestions, revisions and verbiage was removed, added and/or better defined. The first meeting was followed by several email exchanges and additional joint conference calls between Amtrak and RPCA. We have seen significant changes within these documents from our original starting point drafts. Our gratitude goes out to those in Amtrak that worked hard within their organizational structure to help facilitate the requested changes.

In the end, we are grateful for the opportunity to have input into the policy released on or around November 1<sup>st</sup>. Providing input is a drastic change from previous policy changes that started in late March. We now have a direct line of communication that is working both ways. It may not be the desired outcome, and some owners will follow others in shutting down their operations based on cost. For others, they will take the time to evaluate the new parameters and develop their operations accordingly. We at RPCA have several challenges ahead as we take a lead role with direct communication with Amtrak. These policies are more defined and challenging. We now have a baseline to work from that has more clarity and hopefully less surprises.

I would like to close with thanking Brad and Burt. They took a short time window and mountain of information and worked with Amtrak on every single point. Several items we could not get changed and several we did. Without their expertise and professionalism along with those we worked with directly at Amtrak, the original draft policies would have been difficult to work with

Keep Safe

*W. Roger Fuehring*

The new Amtrak rules and policies are scheduled to be released tomorrow and will be posted on their private car website <https://www.amtrak.com/privately-owned-rail-cars>

## Safety



### SHEDDING LIGHT ON LIGHT

The other day, Sue and I were trooping through a castle..... (long story to be continued at a hospitality night in Cincinnati) and found ourselves at the top of a narrow, spiral stone staircase with muted lighting. Looking down, I could not distinguish the location of the top two steps. These steps could have been easily missed in the dim light. This started me thinking about a very busy upcoming winter season.

As October sets in and the number of minutes of daylight starts to dwindle down, the need for adequate night lighting increases. As a matter of fact, Daylight Savings Time comes to an end on the 4<sup>th</sup> of November this year. The time of the sunset is earlier and adds a couple of hours of darkness to the day.

This sets the stage for providing adequate lighting for the busy Polar Holiday season ahead of us. Lighting is needed around parking lots, sidewalks, stairwells, vestibule steps and open platforms. Our museum goes all out in decorating the cars and locomotives in a festive Christmas theme, but is this "adequate" for safety concerns. Taking in the colorful locomotives and cars certainly adds the atmosphere we hope for during our Polar runs. Adding lighting for the safety of the public and volunteers needs to be just as important. Better yet, how about making a couple of dry runs before Polar season begins to see where lighting needs to be improved? Practicing safety is where it is at, so determining when and where the lighting needs to be is a great excuse for those practice runs of our trains. Until then, Happy Thanksgiving and mind the turkey!

**Gary Carter**

## Update on Amtrak Actions



Amtrak officials have said it will continue to run the Southwest Chief uninterrupted at least through the next fiscal year ending in September 2019. This means that the passenger railroad will not move forward with a proposal to institute bus service on the route between Dodge City, Kansas and Albuquerque, New Mexico. Amtrak Chief Operating Officer Scot Naparstek confirmed that Amtrak will abandon its so-called "bus bridge." "We are well aware of the Senate's position and the directive that is part of the 2019 appropriations act. We plan to run the Southwest

Chief as is through fiscal year 2019. We await Congress' dealing with the Southwest Chief issue in conference and the final spending bill."

Amtrak is soliciting bids for 48 pieces of surplus equipment located at its Beech Grove, Ind., and Bear and Wilmington, Del., shops. These are diesel locomotives baggage cars, all five former Pacific Parlour Cars, and seven Horizon cars. The closing date for bids on these pieces is Nov. 14, 2018.

## Sale of Surplus Rolling Stock Equipment Diesel Locomotives and Rail Cars

### Heritage Baggage Cars – Weight 117,000 lbs. each

<u>CAR</u>	<u>DESCRIPTION</u>	<u>LOCATION</u>
1707	1953 Heritage Baggage Car	Beech Grove, IN
1717	1953 Heritage Baggage Car	Beech Grove, IN
1730	1961 Heritage Baggage Car	Beech Grove, IN
1733	1961 Heritage Baggage Car	Beech Grove, IN
1755	1950 Heritage Baggage Car	Beech Grove, IN
1731	1961 Heritage Baggage Car	Wilmington, DE
1756	1961 Heritage Baggage Car	Wilmington, DE
1762	1954 Heritage Baggage Car	Wilmington, DE

### Horizon Cars – Weight 110,500 lbs.

<u>CAR</u>	<u>DESCRIPTION</u>	<u>LOCATION</u>
58100	1989 Horizon Club Dinette	Beech Grove, IN
54506	1989 Horizon Coach	Beech Grove, IN
54520	1989 Horizon Coach	Beech Grove, IN
54528	1989 Horizon Coach	Beech Grove, IN
54538	1989 Horizon Coach	Beech Grove, IN
53502	1989 Horizon Full Dinette	Beech Grove, IN
54564	1989 Horizon Coach	Wilmington, DE

### P42 Diesel Locomotives – Weight 268,000 lbs. each

<u>CAR</u>	<u>DESCRIPTION</u>	<u>LOCATION</u>
21	1996 GE P42 Diesel	Beech Grove, IN
49	1997 GE P42 Diesel	Beech Grove, IN
70	1996 GE P42 Diesel	Beech Grove, IN

### EMD F40 Diesel Locomotives – Weight 260,340 lbs. each

<u>CAR</u>	<u>DESCRIPTION</u>	<u>LOCATION</u>
401	1987 F40 Diesel Locomotive	Bear, DE
402	1987 F40 Diesel Locomotive	Bear, DE
404	1987 F40 Diesel Locomotive	Bear, DE
408	1987 F40 Diesel Locomotive	Bear, DE
409	1987 F40 Diesel Locomotive	Bear, DE
403	1987 F40 Diesel Locomotive	Beech Grove, IN
405	1987 F40 Diesel Locomotive	Beech Grove, IN
407	1987 F40 Diesel Locomotive	Beech Grove, IN

### P40 Diesel Locomotives - Weight 263,340 lbs. each

<u>CAR</u>	<u>DESCRIPTION</u>	<u>LOCATION</u>
800	1993 P-40 Diesel Locomotive	Beech Grove, IN
801	1993 P-40 Diesel Locomotive	Beech Grove, IN
802	1993 P-40 Diesel Locomotive	Beech Grove, IN
803	1993 P-40 Diesel Locomotive	Beech Grove, IN
804	1993 P-40 Diesel Locomotive	Beech Grove, IN
805	1993 P-40 Diesel Locomotive	Beech Grove, IN
806	1993 P-40 Diesel Locomotive	Beech Grove, IN
811	1993 P-40 Diesel Locomotive	Beech Grove, IN
813	1993 P-40 Diesel Locomotive	Beech Grove, IN
825	1993 P-40 Diesel Locomotive	Beech Grove, IN
826	1993 P-40 Diesel Locomotive	Beech Grove, IN
828	1993 P-40 Diesel Locomotive	Wilmington, DE

### Santa Fe "Parlour Cars" Hi-Level Lounge - Weight 194,000 lbs. each

<u>CAR</u>	<u>DESCRIPTION</u>	<u>LOCATION</u>
39970	1954 Parlour Car, High –Level Lounge	Beech Grove, IN
39972	1954 Parlour Car, High –Level Lounge	Beech Grove, IN
39973	1954 Parlour Car, High –Level Lounge	Beech Grove, IN
39974	1954 Parlour Car, High –Level Lounge	Beech Grove, IN
39975	1954 Parlour Car, High –Level Lounge	Beech Grove, IN



### Pueblo Railway Foundation Shows Support for the *Southwest Chief* By Gary Carter

On September 15<sup>th</sup>, members of the Pueblo Railway Foundation lead a group of supporters of the *Southwest Chief*, on a one day outing to Las Vegas, NM. The purpose of the trip was to show support for the route of the SWC over Raton Pass and to catch a glimpse of the renovations taking place at the Fred Harvey House, La Castaneda. Allan Affeldt and his wife, who are the new owners of the Castaneda, directed us to contact Kathy Hendrickson through [www.southwestdetours.com](http://www.southwestdetours.com) for the tour.

With train #3 running about 2 hours late, the group knew it would be a quick stop in Las Vegas. The weather was clear and the trip over Raton Pass was spectacular as usual. In Las Vegas the group was met by Jay Maiorana, the general foreman for the restoration project. The tour included the dining room, kitchen and bakery. A real behind the scenes look at what it might have looked like in its heyday. The rooms are taking on a different look as they are now suites with all of the amenities. The painters were busy in the guest rooms, as the projected opening for the hotel is for late 2018.

The return was trip was just as enjoying as large herds of antelope, a flock of turkeys and even a herd of elk were spotted along the way. In addition to the members of the Pueblo Railway Foundation, members of the Colorado Rail Passengers Association and RPCA were also in attendance.

This is the perfect day trip from southern Colorado to an interesting town in northern New Mexico. The thought of riding this route and spending the night in a Harvey House would even be better. The Pueblo Railway Foundation knows this and is kicking around this idea for spring of next year.

## Membership News



### 2019 Conference Information

Online registration and Hotel reservation is live and has been mailed. Don't wait until it is too late register now.

A new and influential presenter has been added to our Saturday seminars. Ross Capon will speak on the relationships among Congress, private car owners, and Amtrak, with an emphasis on how you can help move Congress in a direction favorable both to private cars and passenger rail in general. Ross ran NARP (now RPA) for 39 years and has been consulting in rail transportation since 2014.

Other seminars will include the following:

- FRA
- 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 :** 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

Stay tuned to [rpca2019.com](http://rpca2019.com) for more updates.

### Board of Director Elections

Remember time is running out to nominate someone (or yourself) for the RPCA Board. This is a particularly important time in our business and you need to become a part of the solution. Three of the ten elected seats on Board of Directors will be up for election in January of 2019

Please contact Burt at [burt@calzephyrrailcar.com](mailto: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.

## UMLER CORNER

Heads UP! Dec 6 is next major Umler system update! Passenger car Load Limit and Gross Rail Load are scheduled to be in it. If these fields go mandatory immediately, all passenger cars could be automatically deleted in January.

Of the 120+ passenger cars under RPCX and 200+ under other reporting marks, we have received that data for only 2! Use the Weight Calculator in the Forms tab in the RPCNB web site ([www.rpcnb.com](http://www.rpcnb.com)) to calculate your weights and send us the information **SOON!**

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

## 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



The Kentucky Steam Heritage Corp has finalized a transaction with CSX Transportation and has taken possession of a large portion of the former Louisville & Nashville decommissioned rail yard in Ravenna, Ky. This transaction is the first step in KSHC's larger plan to help revitalize the region with a rail-based economic development project called the Kentucky Rail Heritage Center. KSHC will use the land and the buildings on site to base its operations, restoring regionally-relevant historic rail equipment. The project will include a partnership with Estill County Schools, offering a technical skills training component to the endeavor, which will enable vocational students to practice modern trades as historic rail equipment is restored on site.

Canadian Pacific has announced the 2018 schedule for the CP Holiday Train, which will mark the 20th year the train will collect food and raise funds for food banks across the U.S. and Canada. The U.S. train will leave Montreal on Nov. 25, with the Sam Roberts Band and JoJo Mason as the performing musicians for performances in Quebec, New York, and Ontario. Beginning on Dec. 2 in Illinois, through the end of that train's tour on Dec. 16 in Saskatchewan, the Trews and Willy Porter will be performing. The Canadian train will depart Montreal on Nov. 27, with Terri Clark, Sierra Noble, and Kelly Prescott performing. The latter stages of the Canadian tour, which concludes Dec. 18, will feature the San Roberts Band, Kelly Prescott, and Tracey Brown.

Former Wheeling & Lake Erie 0-6-0 No. 3960 has arrived at the Age of Steam Roundhouse in Sugarcreek. The arrival of the locomotive concludes nearly a decade of discussions with the City of Canton, Ohio, which owned the 0-6-0. It is the 21st steam locomotive acquired by Age of Steam.

### Amtrak/Federal Agencies



Amtrak's Office of Inspector General has released its biannual "management challenges"\* report, "highlighting eight areas in which the company may face [problems] in fiscal years 2019 and 2020." The report concluded that the company made progress across each of the [problem] areas. "In particular, the company reduced operating costs to the lowest amount in the past five fiscal years, improved customer relations through a series of focused initiatives, and institutionalized more effective management processes and tools." The report also highlights "issues and

additional actions the company can take to further address the problems: (Safety and Security, Governance, Financial Performance, Asset Management, Customer Service, Acquisition and

Procurement, Information Technology, and Human Resources.) and their underlying causes. These include improving safety, as employee and passenger fatalities increased to the highest levels since fiscal year 2015. Additionally, the report noted that the company may lack the capacity to handle multiple initiatives simultaneously. For example, the size and scope of the company's ongoing and planned asset purchases would make managing any one of them [problematic], given the company's history of weaknesses in planning and managing major programs; pursuing them concurrently is a daunting undertaking."

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